

ARCHITECTURE DEPARTMENT

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DESIGN REPORT

URBAN VEIN REGENERATION

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urban vein regeneration

"Each of the streets in the city has a story."

by Colette Brooks



Street itself is a

'value-added journey'

for people to **walk through** and **understand the city**





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1.0 *behind* the city

Urban Vein Regeneration

1.0 *behind* the city

1.1 urban change

"Changing *life-styles* engendered a new pattern of *urban life*."

by Barth, Gunter Paul

Based on the growth of population and the increasing demand of living standard and quality of human being, it moves and mounds the *city* at every second.

From long time ago, people are just need to have a physical shelter for their house. Therefore, it results to a hut or a cave. While the population and the need of the people growth, village is formed. There is no doubt result to high-rise at this century when this elementary need keep *updating* and *renewing*.

At the same time, in parallel, the way to *exchange* is updating and renewing. People are just share there food and valuable when they are living in a hut or cave or they exchange by the same value of their belongings. There is not a *defined place* to do that.

While the city and the way of interaction changing, the way to exchange is also changing. '*Shops*' is nowadays a media for people to exchange and a link and chance for people to gather and meet from different age, different background, different purpose, different interest.

"shopping is an important source of ideas and information and indeed education.. Secondary shopping is an outlet for self-expression. The way shops themselves look and equally important that people you see in them send out messages to shoppers about who they might be.... Thirdly, while shopping is a social activity for anyone by its very nature, the social interaction it provides is particularly important and valved by certain groups of people."

by Jean Carr

It consequently forms a treasonable '**street life**' when the 'shops' are in order to place and executing at the same time.

It is questionable that ,when people's need and the demand of 'shops' increase, how this 'street life' will change and should change. On the same time, can **architecture** act as a catalysis to find the way to facilitate and adapts this change. Moreover, how should be the **new mode** of **Urban Space** and **Urban movement** to enrich this amazing 'street life'.

1.2 observation (specific in Causeway Bay, Hong Kong)

The **localities** of Hong Kong style are mature – **high-built, varied** and **diverse in use**, and **congested** by the experience of increasing **densities** of **investment** and **use** for the growth of communities. **Causeway Bay** is one such locality. Causeway Bay has also achieved distinction in the fields: in **retail shopping**, based on five big and several smaller departmental stores, specialist shops in field like fashion and teenage boutiques, Western supermarkets, abundant smaller shops and extensive specialist hawking; and in high-class residence. Causeway Bay as a locality must be thought of as comprising a series of related but distinct units, with related but dissimilar origins and histories, which during the **expansion** and **intensification** of the past experience have converged to create an unmistakable locality, with a range of characteristic functions. The new contemporary Causeway Bay has assembled itself, through incessant investment and constant increase in densities of use, which is strong in entertainments, departmental stores, restaurants, and a wide range of middle-class housing, but weak in manufacturing and offices, with no government housing, relatively limited working-class residence, and relatively scanty use of street space for business. This new Causeway Bay is now the main **commercial hub** for entertainments and restaurants in the island city, a major shopping center, a major transportation network center and the place provide everyday necessity.



Street itself is a
' value-added journey '
for people to **walk through** and **understand the city**



***different group of social classes, different background,
different purpose, different age and also different
nation are participating and visiting at Causeway Bay
every moment***

potentially infinite demand



I observe that nowadays Causeway Bay is successfully established an image of the main **commercial hub** in Hong Kong island. Many people in different group of **social classes**, different **background**, different **purpose**, different **age** and also different **nation** are participating and visiting at Causeway Bay every moment. It is amazing that it almost can fulfill everyone's **necessity**. Therefore it is no doubt to limit any **opportunity** to enrich this amazing commercial hub. This amazing commercial hub are roughly consisted by few landmark type of large shopping mall and linked by the **ground floor shops** in the city.

And this kind ground floor shops are actually act as a **value-added journey** to the people when they **walk through the city**. Due to the rapid pace of Causeway Bay, the shops are updating and improving itself everyday. Hence, people can actually be gained something differently at their every visit. However, due to the increasing number of visitors and the demand of the customers, the number of shops is increasing rapidly.

The obvious reason appears to be the right one: that in Causeway Bay, where growth has been rapid and change fundamental, and the essence of this growth and change has been the adapting of **infinite ideas** of consumption and leisure to the instincts and tastes of the **community**, a more or less a Hong Kong system of catering for the relationships between specialism and diversity (or, to put it in another way, between **finite location** and **potentially infinite demand**) has evolved.

Based on the limited of ground space, on one hand, in order to fulfill the need, they are trying to introduce more and more different scale shopping malls. On the other hand, they are trying to occupy the upper floor of the old tenements to change them from residential flat to a commercial shop. This trend is still carrying on and even more undergo to the upper floor.

However, this approach haven't a proper **architectural means** to try to work with the existing well establish **ground floor network**. Because they just change the private residential flat to a public commercial shop. And the staircase to access to there is still using the existing private residential one. Obviously, it doesn't work.

"its own wholeness is the birthplace, the origin, and the continuous creator of its ongoing growth. That its new growth emerges from the specific, peculiar structural nature of its past. That it is an autonomous whole, whose internal laws, and whose emergence, govern its continuation, govern what emerges next."

by Christopher Alexander



the need of the people in the city convey the vertical growth and change along the old tenements

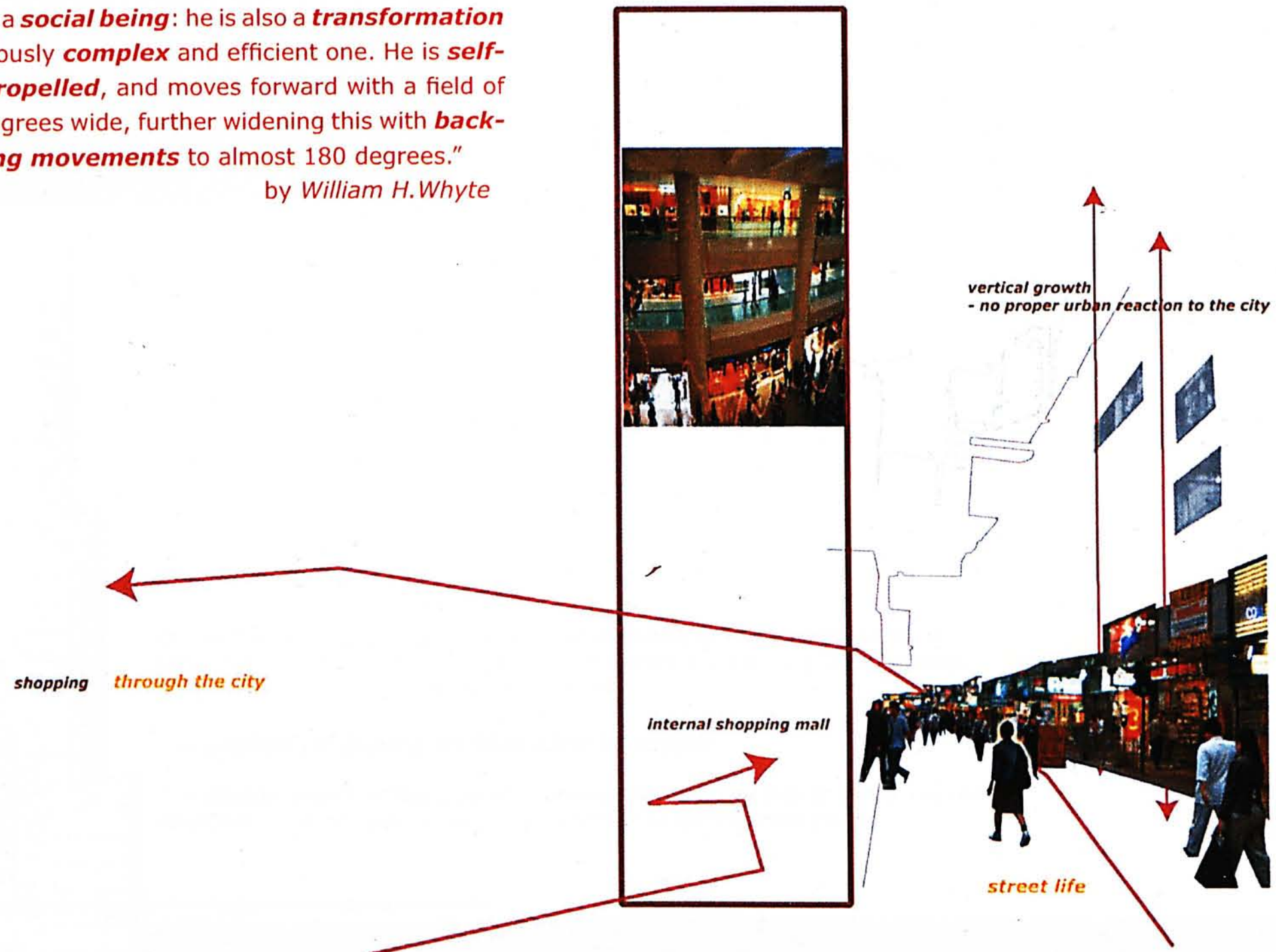


The access to the new introduced second floor or even upper shop does not protract a continuous movement and experience to add as a branch network to the well established ground floor network. These shops just act as a neighborhood relationship to the street in the city. Owing to the use of private staircase for the access to the shops, people is not intentionally guided and drawn to the shops.

It is not a normal phenomena outside Hong Kong as the line to separate the private residential flats and public commercial shops in a complex building is clearly defined – shops occupied the ground

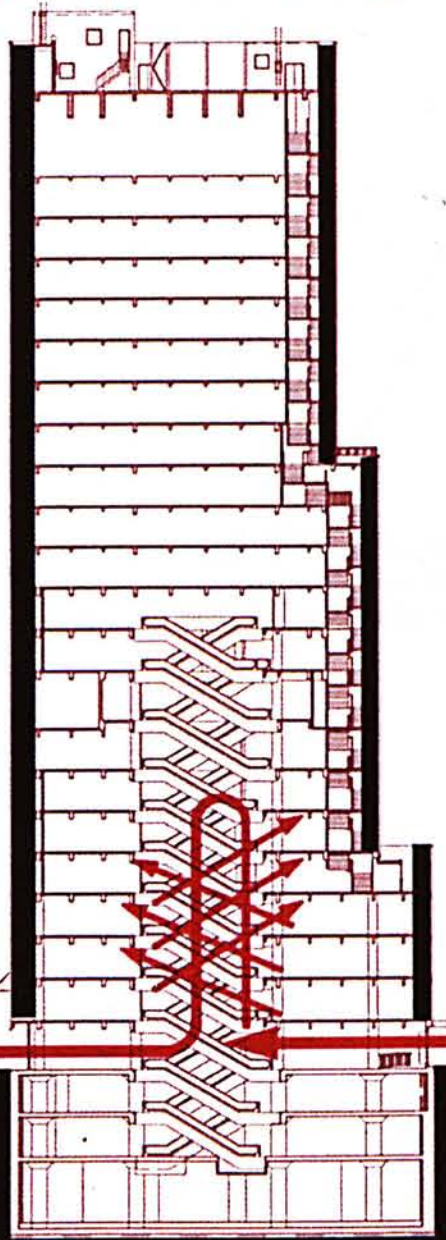
"The **pedestrian** is a **social being**: he is also a **transformation unit**, and a marvelously **complex** and efficient one. He is **self-contained, self-propelled**, and moves forward with a field of vision about 100 degrees wide, further widening this with **back-and-forth scanning movements** to almost 180 degrees."

by William H. Whyte





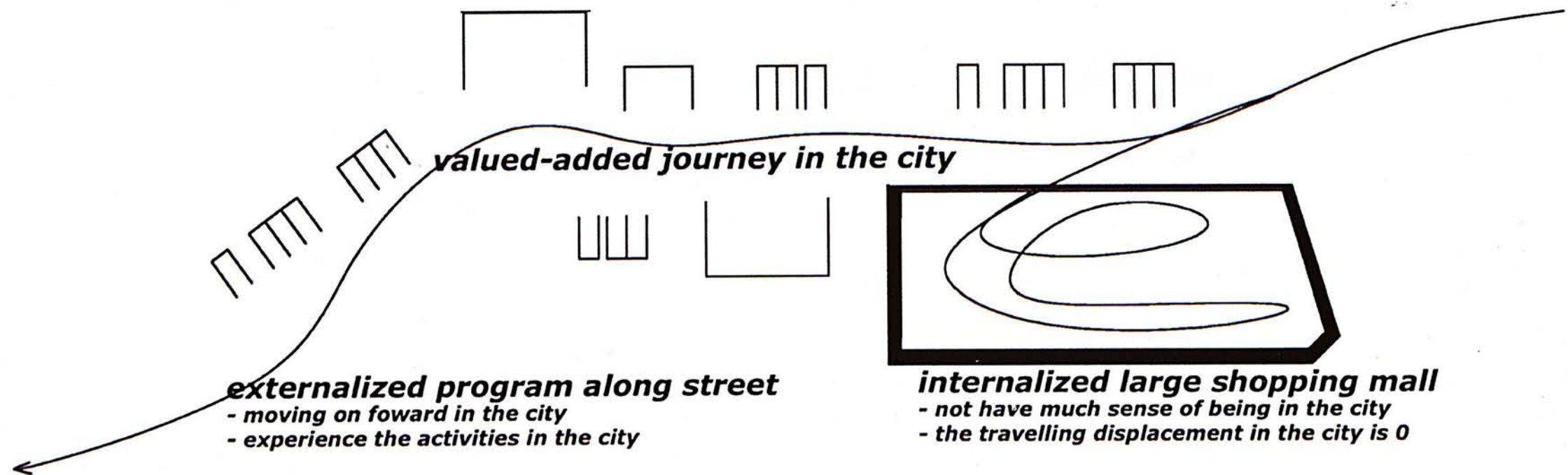
existing shopping mall



Due to the urban growth and the ***infinite demand of the people***, series of large high rise shopping mall is resulted. However, the planning of those shopping mall is forced on a internalized network.

The ***sense of being in the city is weak***.

The ***displacement of the people walking through the city is 0*** and it is contradicted to the on-going experience to further understand the city.



2.0 *in* the city

2.0 in the city

2.1 urban pedestrian movement in everyday (macro understanding of street life) (specific in Causeway Bay, Hong Kong)

The legibility of the everyday city

"We ask how we can theorize contemporary cities without losing sight of their extraordinary **variety** and **vitality**, and through intimations of the urban practices themselves. We deliberately avoid an essentialist reading, since we do not think that the **multiple dynamics of the city** allow it to be theorized in terms of driving structures. We turn to another urbanism that emphasizes the **city** as a **place of mobility, flow** and **everyday practices**, and which reads cities from their recurrent phenomenological.

It draws out the central metaphors of this new urbanism of the everyday. We identify three metaphors which highlight the importance in the organization and vitality of **urban life** of **transitivity, daily rhythms** and **footprint** effects. These are situated, respectively, in the tradition of flânerie, rhythm analysis and urban signature. While broadly sympathetic, we conclude that this urbanism overstates the **city as a space** of **open flow, human interaction** and **proximate reflexivity**."

by Ash Amin and Nigel Thrift

The distinction of Causeway Bay is harder to define than its extent. Yet it is not hard to recognize. Its essence is that to which attention was drawn at the outset: the creation through ceaseless investment, and the concomitant inexorable increases in densities everywhere except in the very best residential areas of a new prestigious metropolitan complex of restaurants, entertainments, shops hotels, and apartments. And the **urban life** is coming from the **irregularity** of the **space, people, and places**.

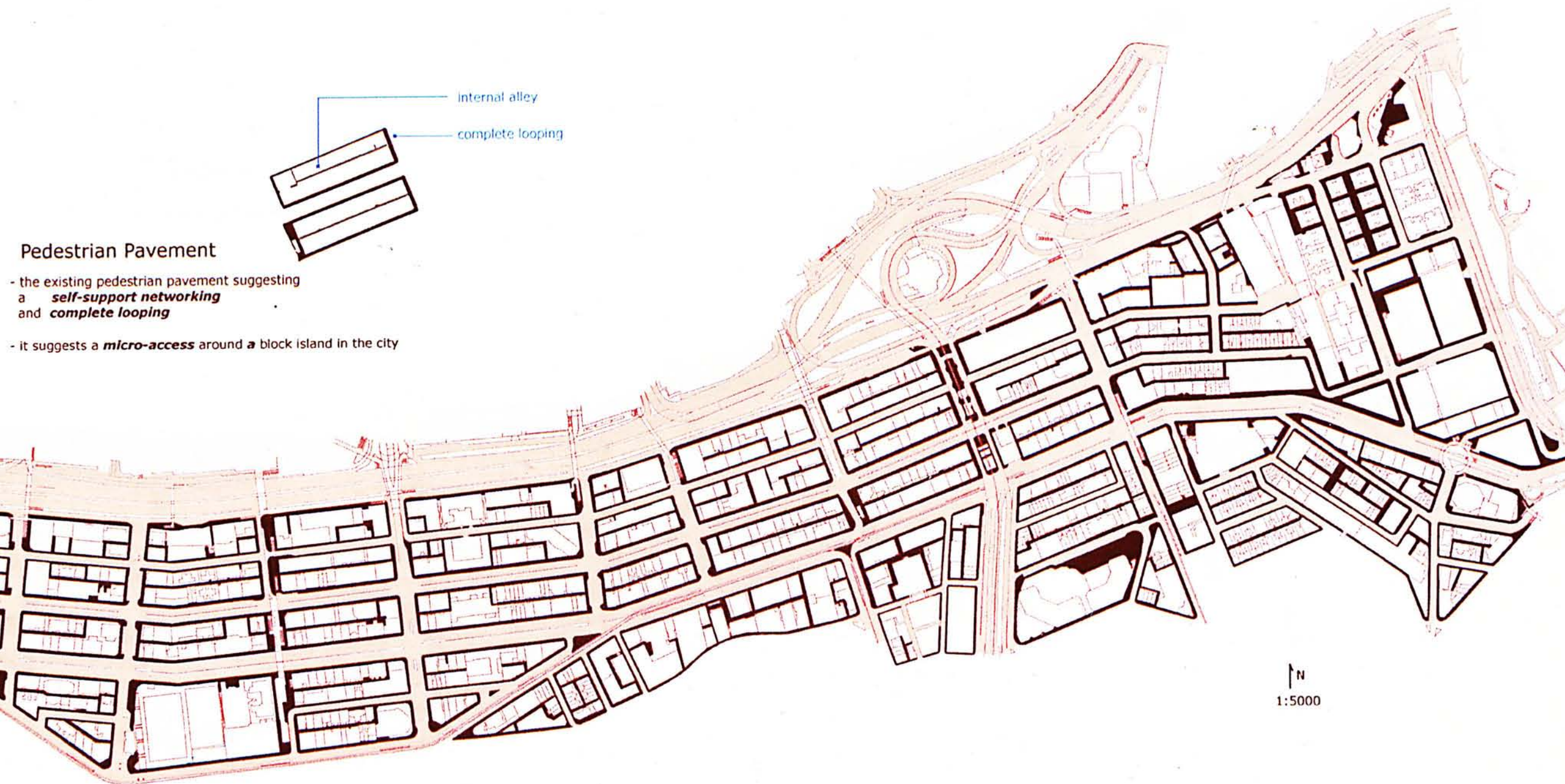
"**places**- that is, specific locations in space that provide an anchor and a meaning to **who we are**."

by Anthony M. Orum

The urban pedestrian movement is the network indeed reflecting how the people **penetrate** and **understand** the city. The **energy** of the city therefore is actually protracted by how the people **penetrating** the city, how the people **interacting** to the city. If the success of a housing is depending how wisely the architecture form space to the user and how the user enjoy and anticipating in the housing space provided, the success of a city is depending on how the people participating to the **internalize** or **externalize** space provided in the city.

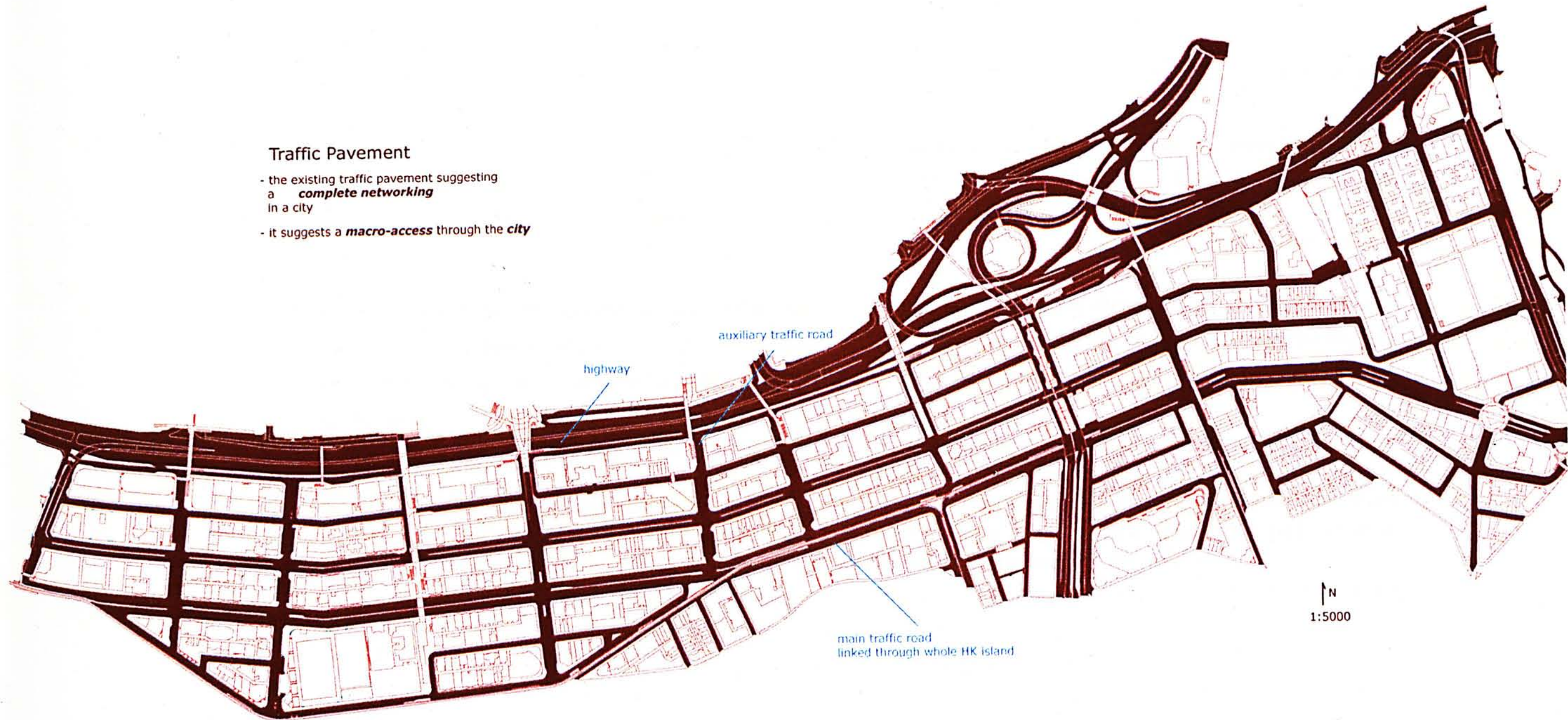
The space between the building form the **tension** and act as a **container** to provide **places** for the **urban life** to happen in the city everyday.

Moreover, the **façade** of the building provide an **interface** between the **interior life** and the **exterior life**. Therefore, you are not just walking on the ground or the land to a targeted destination, on the other hand, you are experiencing the **message** and the **image** of the city.



Traffic Pavement

- the existing traffic pavement suggesting a **complete networking** in a city
- it suggests a **macro-access** through the **city**



2.2 street life (micro understanding of street life)

"Each of the streets in the city has a story."

by Colette Brooks

"Our language can be seen as an ancient city: a maze of little **streets** and **squares**, of **old** and **new** houses, and of houses with additions from various periods; and this surrounded by a multitude of new boroughs with **straight regular streets** and **uniform houses**."

by Ludwig Wittgenstein

The space created by the **confinement** of buildings is almost be classified as the **street** in the **city**. But, however, the street is not **bounded** by the surface of the buildings. The **life** conveyed by the street is not trapped into the space but penetrate even into the buildings itself. In addition, the buildings also act as a media to **reflect** the life to the street.

The **sense of being in the city** is coming from the tension between the street, building, and people.

"The **pedestrian** is a **social being**: he is also a **transformation unit**, and a marvelously **complex** and efficient one. He is **self-contained, self-propelled**, and moves forward with a field of vision about 100 degrees wide, further widening this with **back-and-forth scanning movements** to almost 180 degrees."

by William H. Whyte

extension of shop space

It is relatively difficult to encounter the **unexpected experience** and **valuable message** and **information** at home, on the other hand, it comes when we arrive on the land and walk on the ground. It is no doubt that the best way to understand the city is walking through the city on our **foot**.

The energy and the life will come to the street in the city by the assemble of the people from different purpose, different age, different background, and different nation. The assemble of different way of **expression** of people, different way of **interacting** of people and different way of **participating** to the street of people.

The surface of the building is also acted as the **critical door** between **inside** and **outside**. The critical door is behaved as a **blurred barrier** to identify **internalization** and **externalization**.

"Death of the street

One of the most profound shocks of migrating to Brasilia is the discovery that it is a **city without crowds**. It is not the absence of crowding that migrants complain of, but rather the **absence** of the **social life** of crowds that they expect to find in the **public places** of a city. In interview after interview comparing Brasilia with hometowns of all sizes, Brasilienses register this basic difference: in Brasilia "there are **no people in the streets**," the city "**lacks crowds**" and "**lacks the bustle of street life**." The absence of an urban crowd has earned Brasilia the reputation of a city that "**lacks human warmth**." "

by **James Holston**

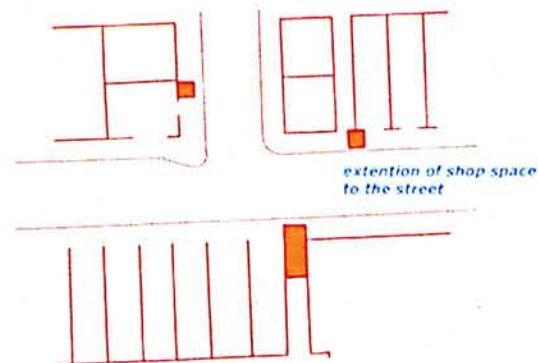


extension of shop space to the street



Extension of Shop space to the street

sometime the shop mode is changed from *inside to outside*
the pedestrian can just choose their need from outside in the street
the shop is *participated* into the pedestrian street



extension of shop space to the street

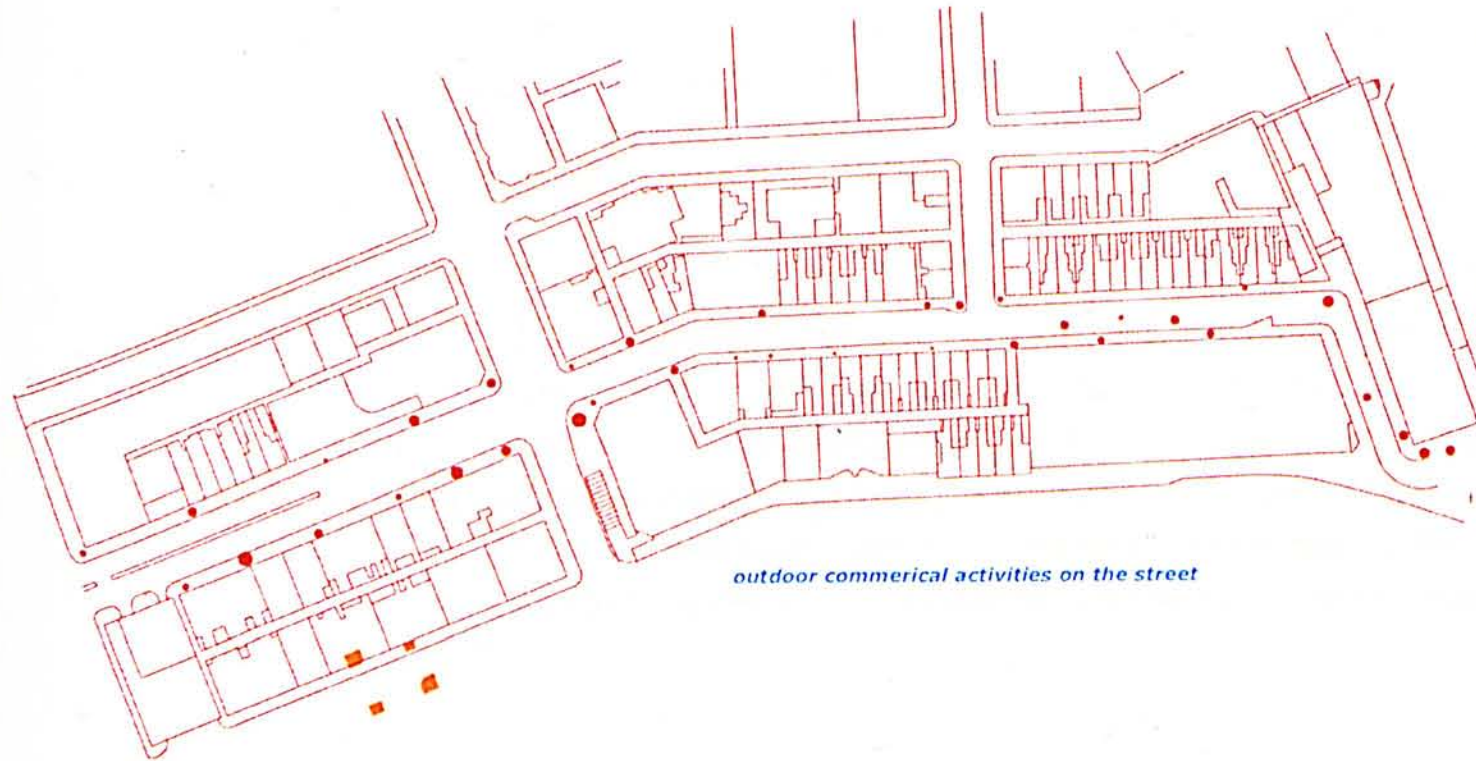


outdoor commercial activities

There are some **outdoor commercial activities** beyond the concept of being a shop. It is no longer necessary to have a **define place** and **mode** to execute their exchanges. The hawkers is selling their stuff on the street. Their **territory** is defined by their **stall** or **booth**, while the space for the customer is infinity provided by the street. The promoter is selling their best offer to the pedestrian for their according service in the street. Furthermore, they move along the street with the pedestrian and no defined place for their action area. It creates relatively dynamic and direct shopping mode associated on the people on the street.

These outdoor commercial activities act as an **active way** to draw people **attention** and **involvement**.





outdoor commerical activities on the street



Outdoor commerical activities

there are different kind of outdoor commerical activities along the street and it acts as a **active way** to draw the pedestrian attention and involvement

these kind of commerical activities have no exact location and they vary and move along the street



2.3 shops (ground floor retails)

The modern city, providing the **economic incentive** and the **physical setting** for new enterprise, produced the **department store**.

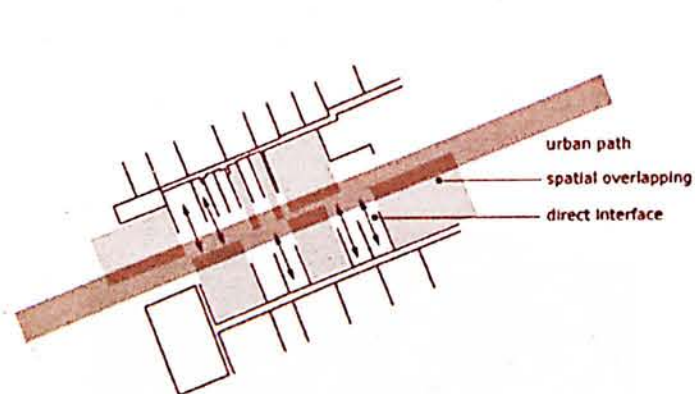
The city stimulated the expansion of the retail market, improved communications systems, and generated a new building technology.

by Barth, Gunther Paul

The **openness** of the ground floor shop create the **continuous spatial flowing space** to draw the people involvement to the shops. It certainly reflects the ground floor shops are not instead of sit on the land and just become a neighborhood with the created street, being a **confined media** to **collect** the people and being **participated** from the people on the ground with the street.

It creates the space which is **directly contacted** to the city.

Moreover, it convinces a **valued-added journey** to being acquired by the people walking along the street.

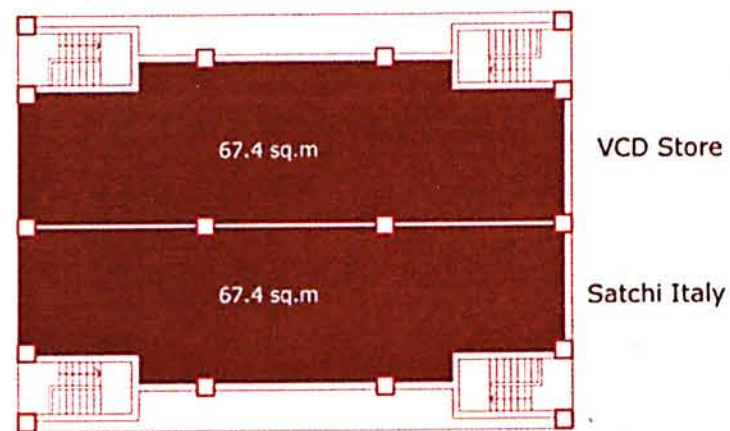


G/F Spatial Arrangement

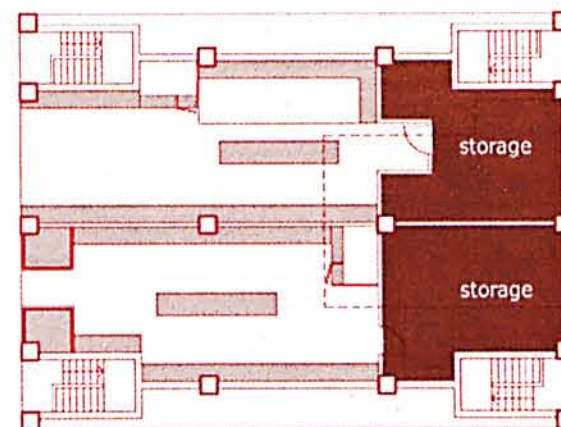
- G/F space is the **Direct** linkage and contact to the City
- program space (commercial activities) provide a spatial interface to the **Urban Path**
- provide a Value-added Journey to the people



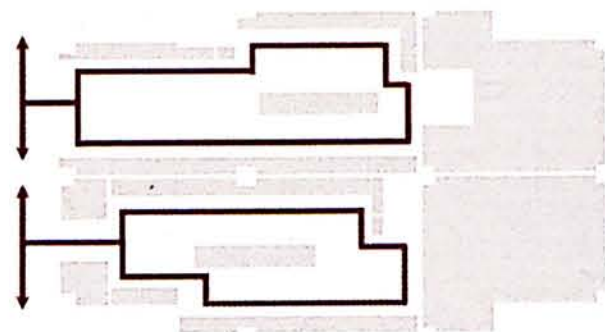
G/F - Shop (typical plan)



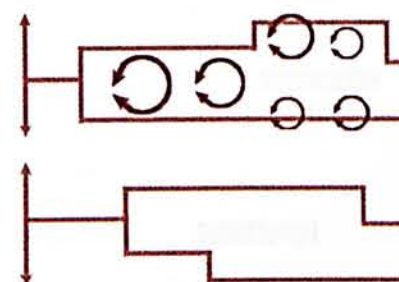
shop size



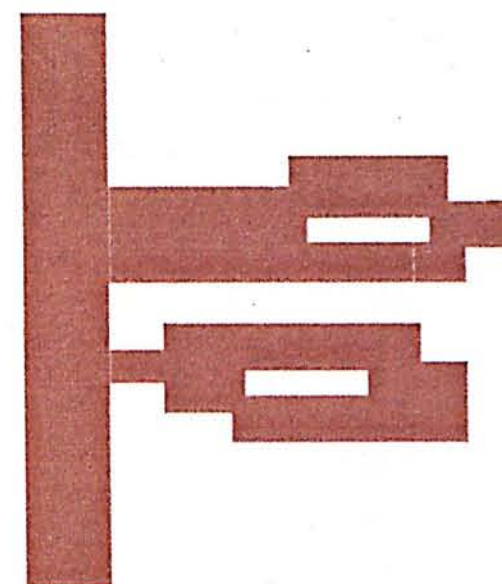
shop layout
-furniture & partition

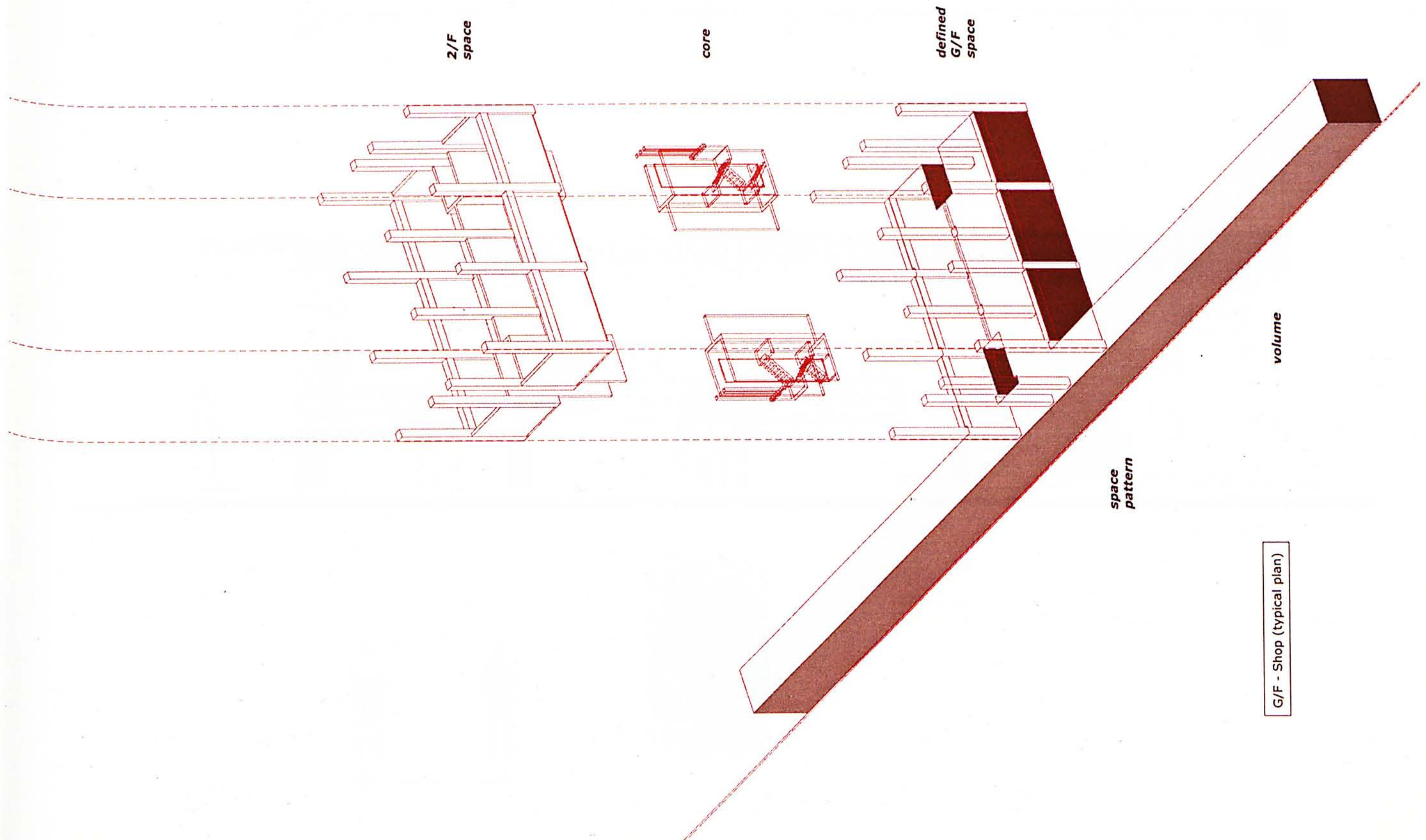


primary
movement

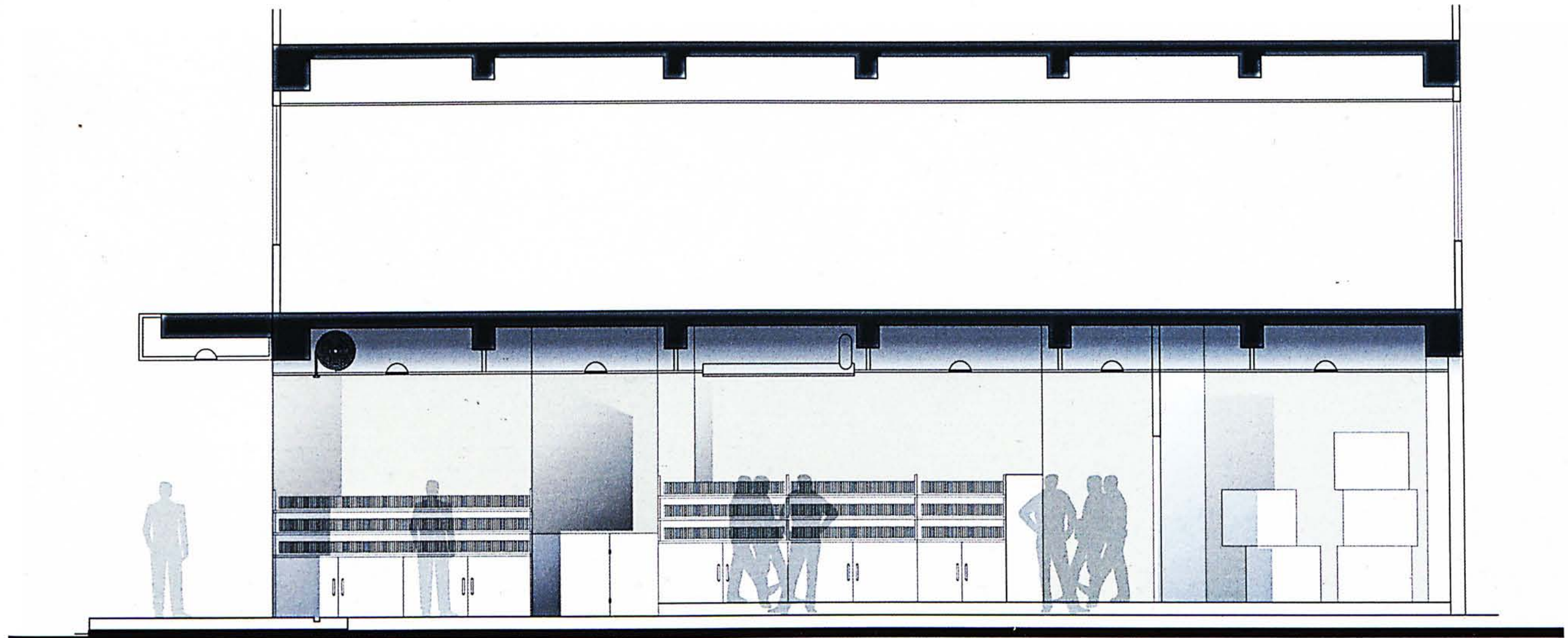


secondary
movement

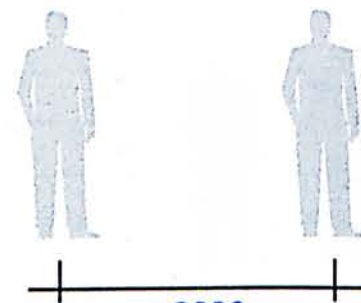




G/F - Shop (typical plan)



1:50 section



day time 1200 - 1500

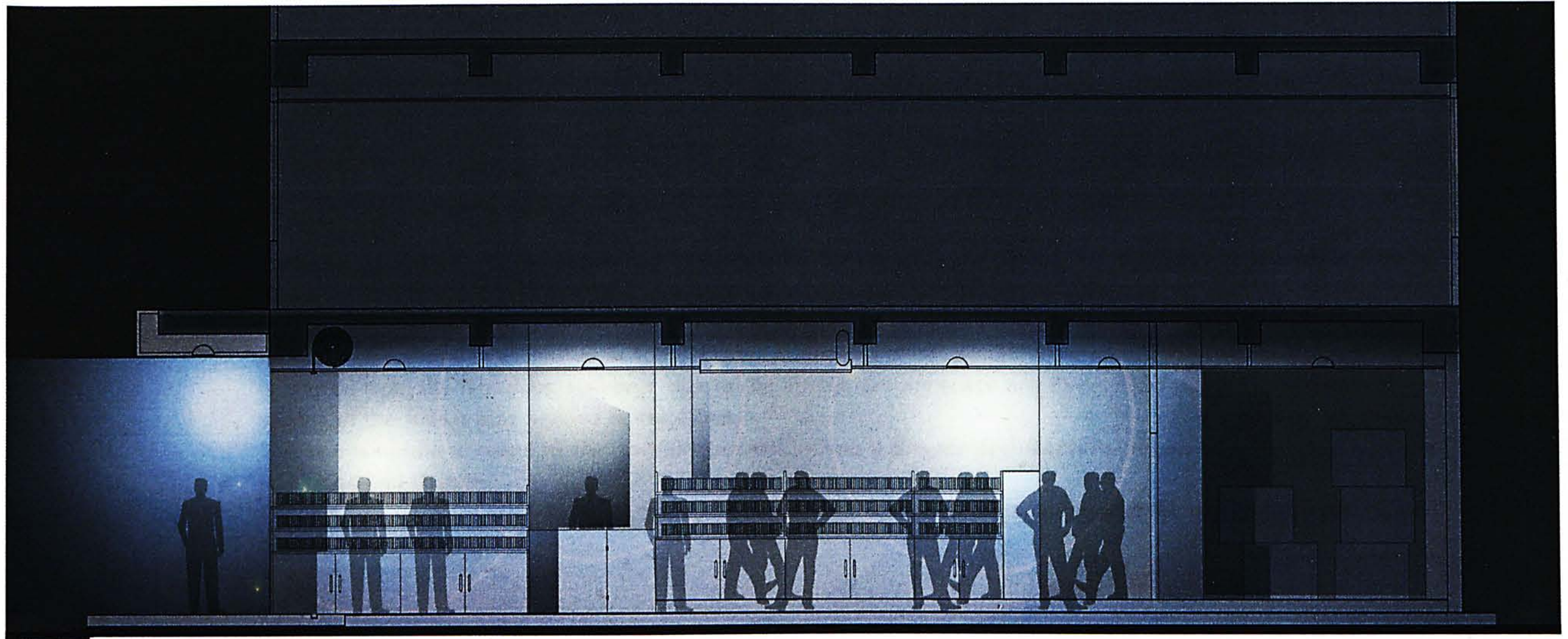
~ 2000



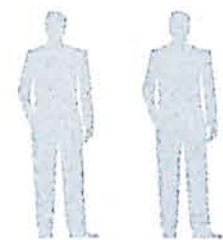
average volume

2000 (L) x 800 (W) x 3100 (H)

Density and time
in a particular retail Shop along Lockhart Road (VCD shop)



1:50 section



night time 2000 - 2300

~ 1000



average volume 1000 (L) x 700 (W) x 3100 (H)

Density and time
in a particular retail Shop along Lockhart Road (VCD shop)

2.4 shops (second & upper floor retails)

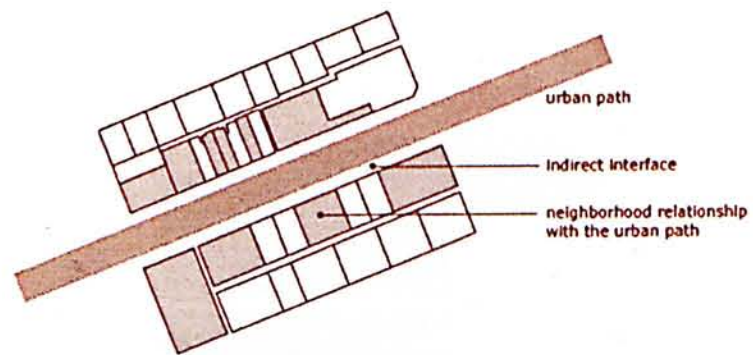
The ***closeness*** of the second or even upper floor shop create the ***independent space*** which is spatially ***isolated*** to the streets.

These shops just act as a neighborhood relationship to the street in the city. Owing to the use of ***private staircase*** for the access to the shops, people is not intentionally ***guided*** and ***drawn*** to the shops.

It is not a normal ***phenomena*** outside Hong Kong as the ***line*** to separate the ***private residential flats*** and ***public commercial shops*** in a complex building is clearly defined – shops occupied the ground floor space and residential is started from the first floor. However, due to the limited ground space and infinity and non-stop demanding, the setting of the ***line*** is also needed to ***redefine***.

This line is hardly to refine to the optimum position unless a ***proper architectural means*** has found to facilitate this trend and change.

In short, the ***vertical movement*** to the second or upper floor shops ***does not enrich*** the existing well established ground floor network.



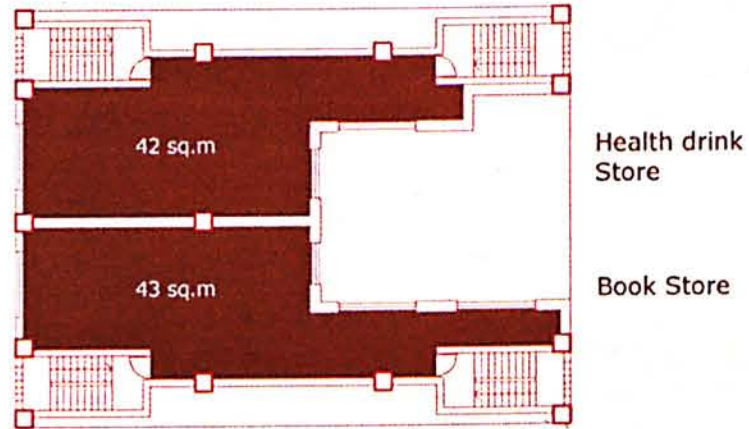
2/F Spatial Arrangement

- 2/F space is the **Indirect** linkage and contact to the City
- the existing spatial arrangement suggesting a **low-publicity** program space (commercial activities)
- act only as a **neighborhood** to the Urban Path

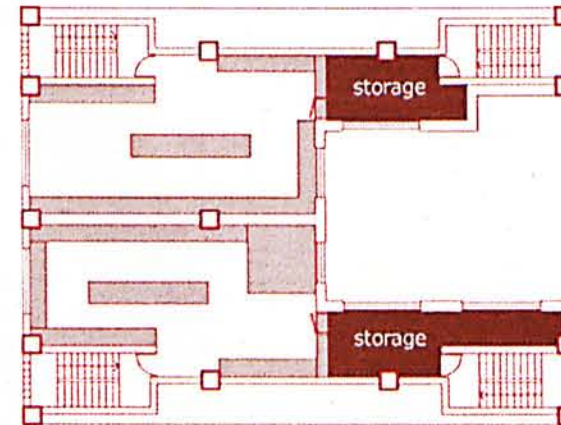


N
1:3000

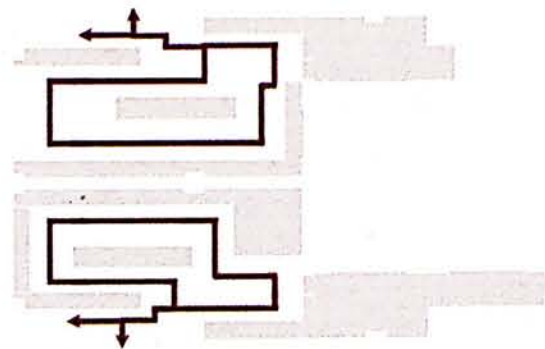
2/F - Shop (typical plan)



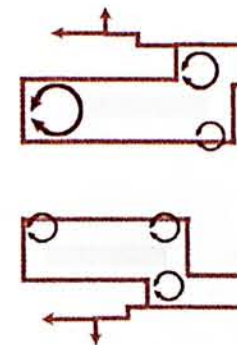
shop size



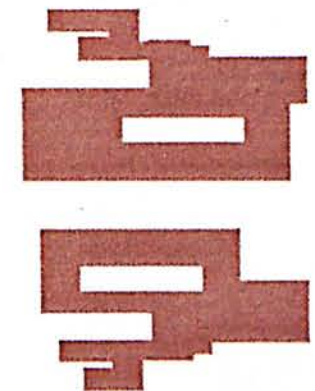
shop layout
-furniture & partition

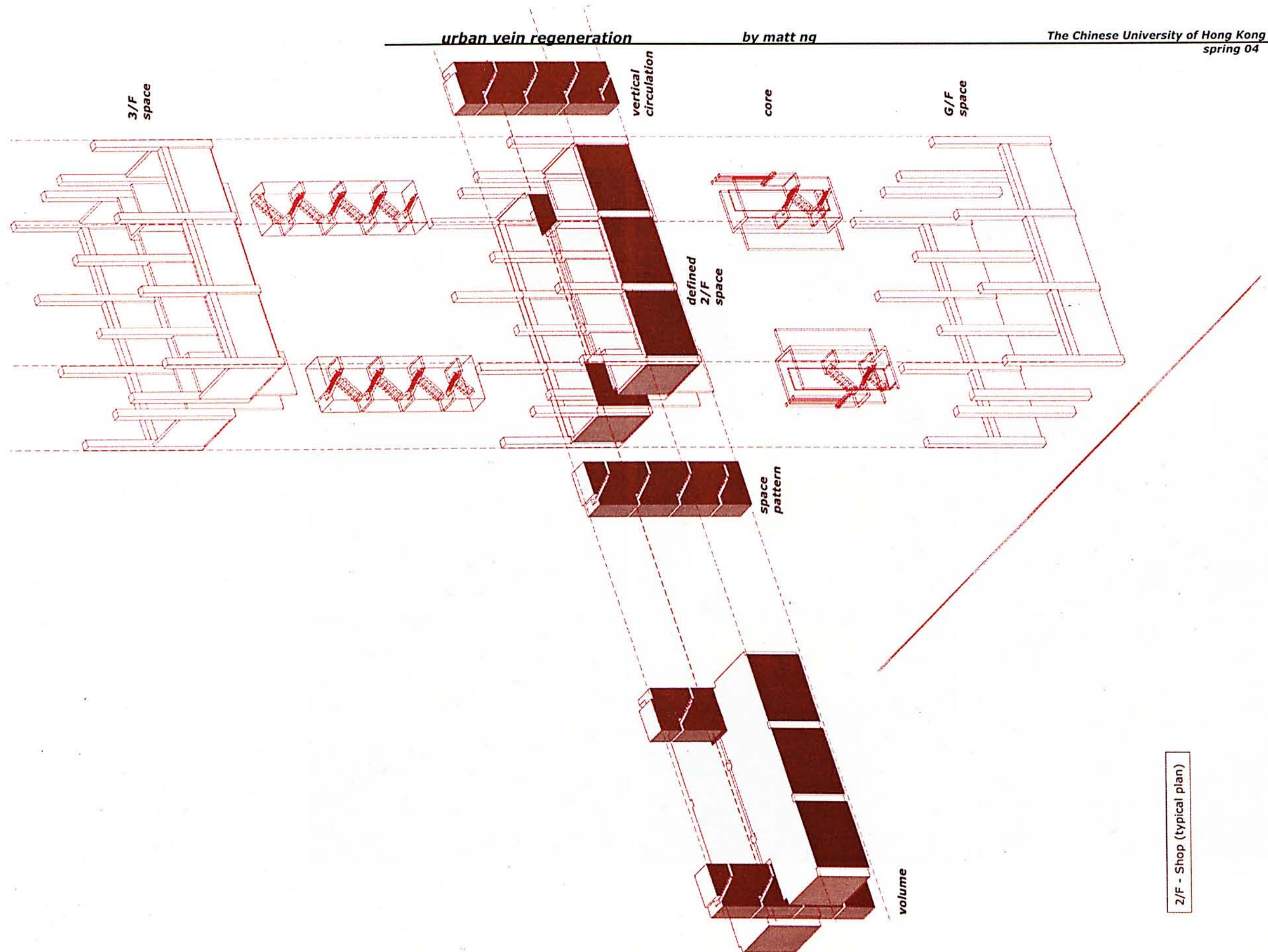


primary
movement

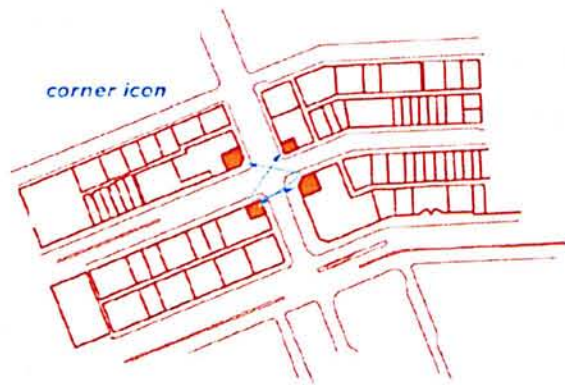


secondary
movement



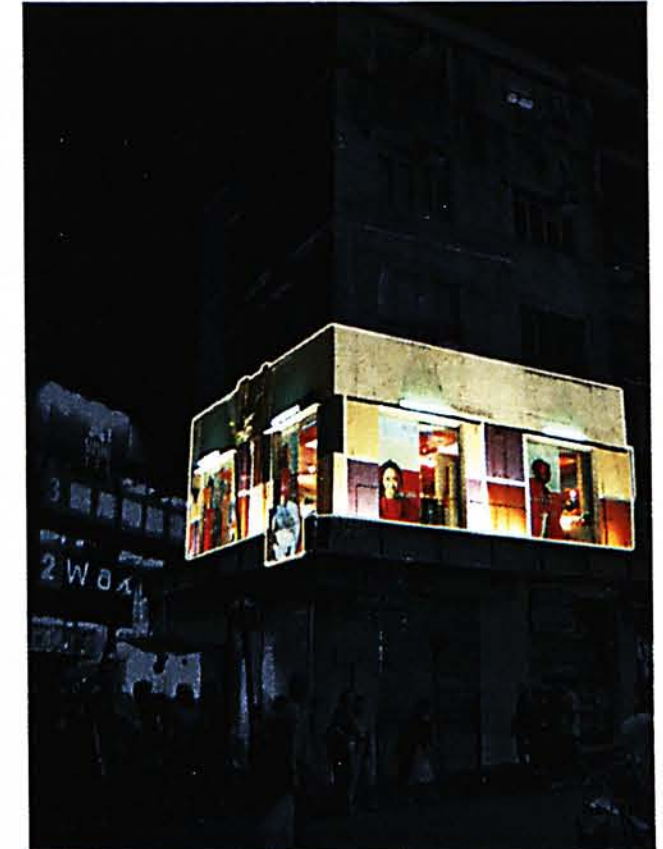
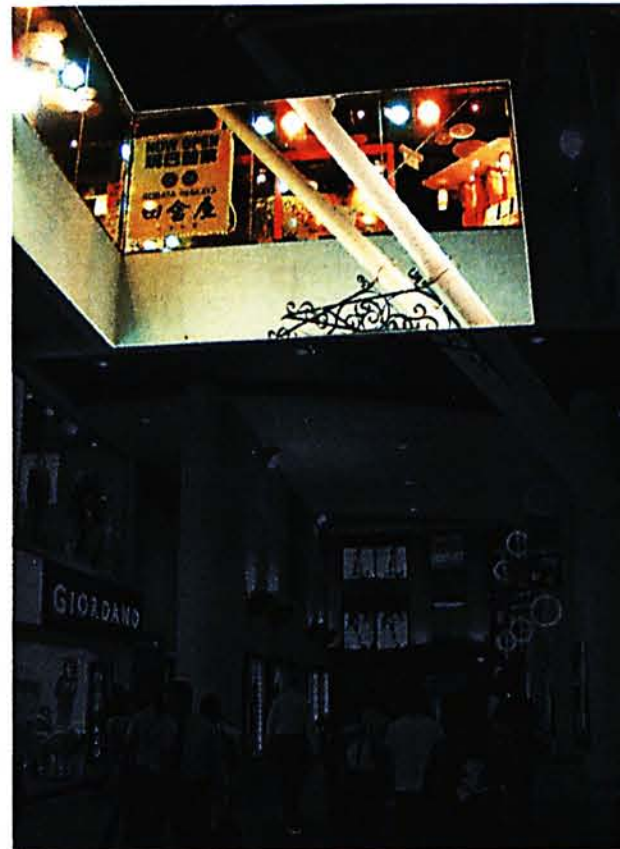


2/F - Shop (typical plan)



Upper Floor Shop

the **upper floor shop** at the corner of a block island always stand up for a **turning icon**
they keep the **visual balance** of the pedestrian when they turn from the corner area in the city



2.5 hidden movement

The city contains various **hidden movement**. It is consisted of **unexpected** and **unpredicted** human movement **along** or **across** the street.

Definitely, sometime the **mystery** of the **street life** is coming from this kind of **hidden agenda**.

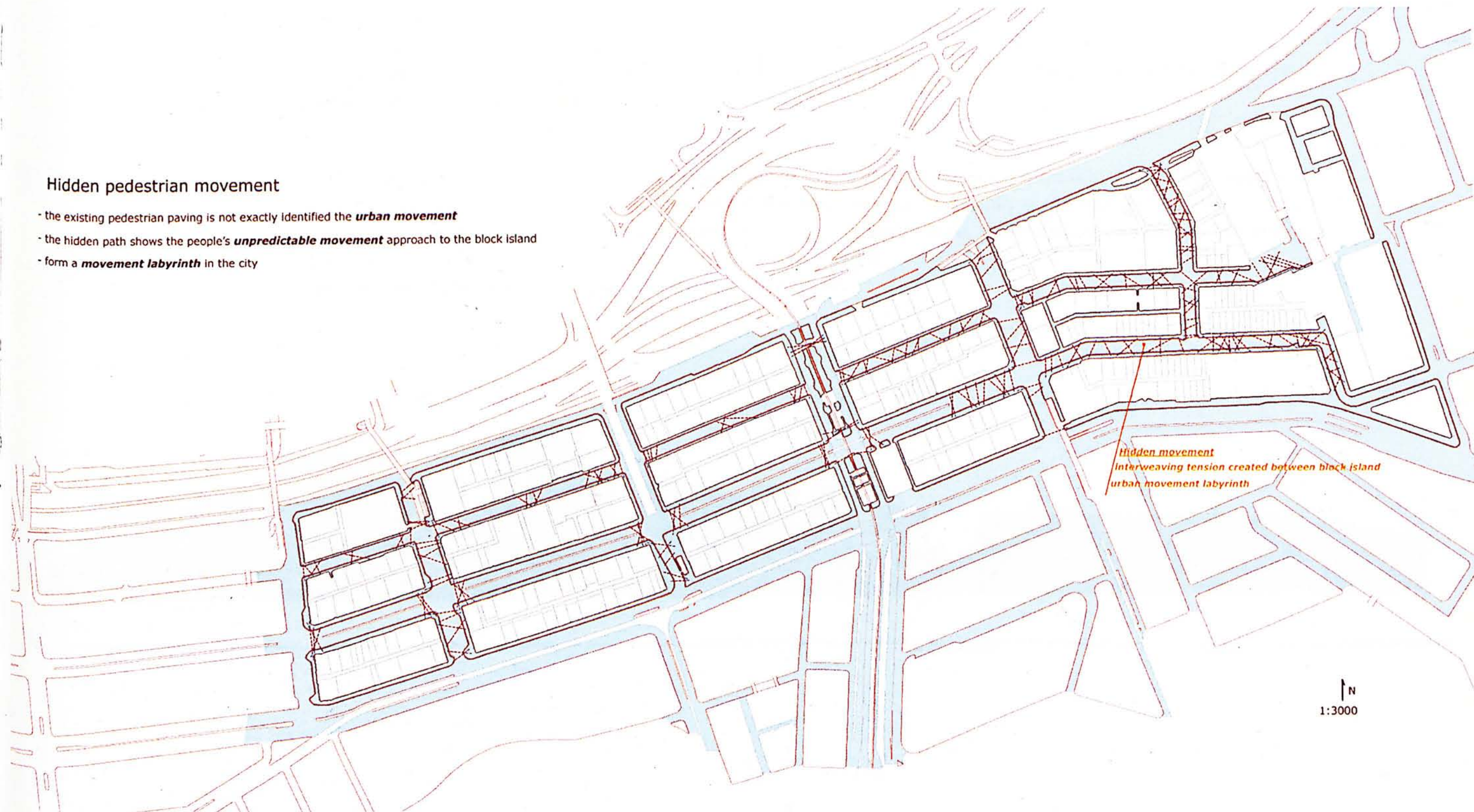
Architecture has formed the way for their use but the way for them to use is always **unpredicted**.

When we look carefully to the hidden movement of the city, it actually **obeys** another **hidden order** to form an another networking associating with the **explicit street pattern**.

The routing of the people is overall result in a **urban labyrinth** as everyone coming to the place for different purpose and to the different destination.

Hidden pedestrian movement

- the existing pedestrian paving is not exactly identified the **urban movement**
- the hidden path shows the people's **unpredictable movement** approach to the block island
- form a **movement labyrinth** in the city



2.6 timeless movement

The movement in the city is **not limited** and bounded by the **time** dimension. And the according street life is **carrying on** from **day to night**.

At the **midnight** of Causeway, it actually **remains** a few group of people which is almost in the same purpose, e.g. pub, Karaoke, 24-hour restaurant ...etc. Therefore, the **way** they **participating** in the city are changed from day to night. The life is not **explicit** on the **street** but on some **specific node, open space**, and **inside the shops**. Certainly, the role of the street is also changed from day to night.

The nature of the street changed from dynamic **to** static.



night time (2000pm)

Parade along Lockhart road

day time (2000pm)

3.0 *will be in* the city

3.0 will be in the city

3.1 opportunities

"Linkage in collective form

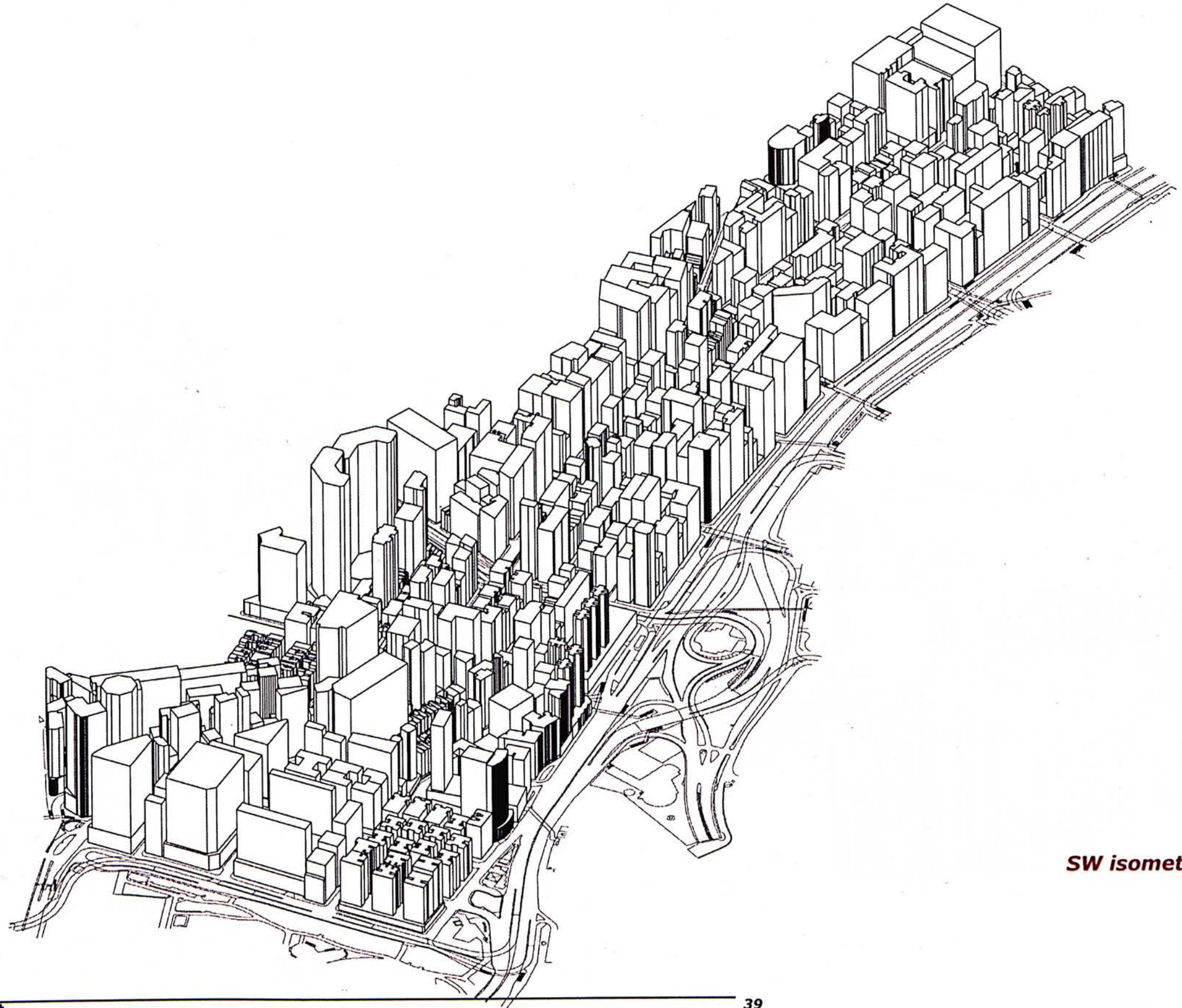
the city is combinations of **discrete forms** and **articulated large forms**. It is collective form - the agglomerate of decisions (and abnegations from decision) in the past concerning the way in which things **fit together**, or are **linked**. Linking, or disclosing linkage (articulating the large entity), are invariant activities in making collective form."

by **Fumihiko Maki**

The **logical** and **attractive building types** and **spatial structures** left to us by anonymous architects have been improved upon by countless succeeding generations. They have matured into masterpieces even in the absence of a single creator of genius, because they were based on a perfectly refined awareness of building requirements using simple means ; the result of an accurate **understanding of tradition** as the vehicle for passing on **technical and artistic knowledge**."

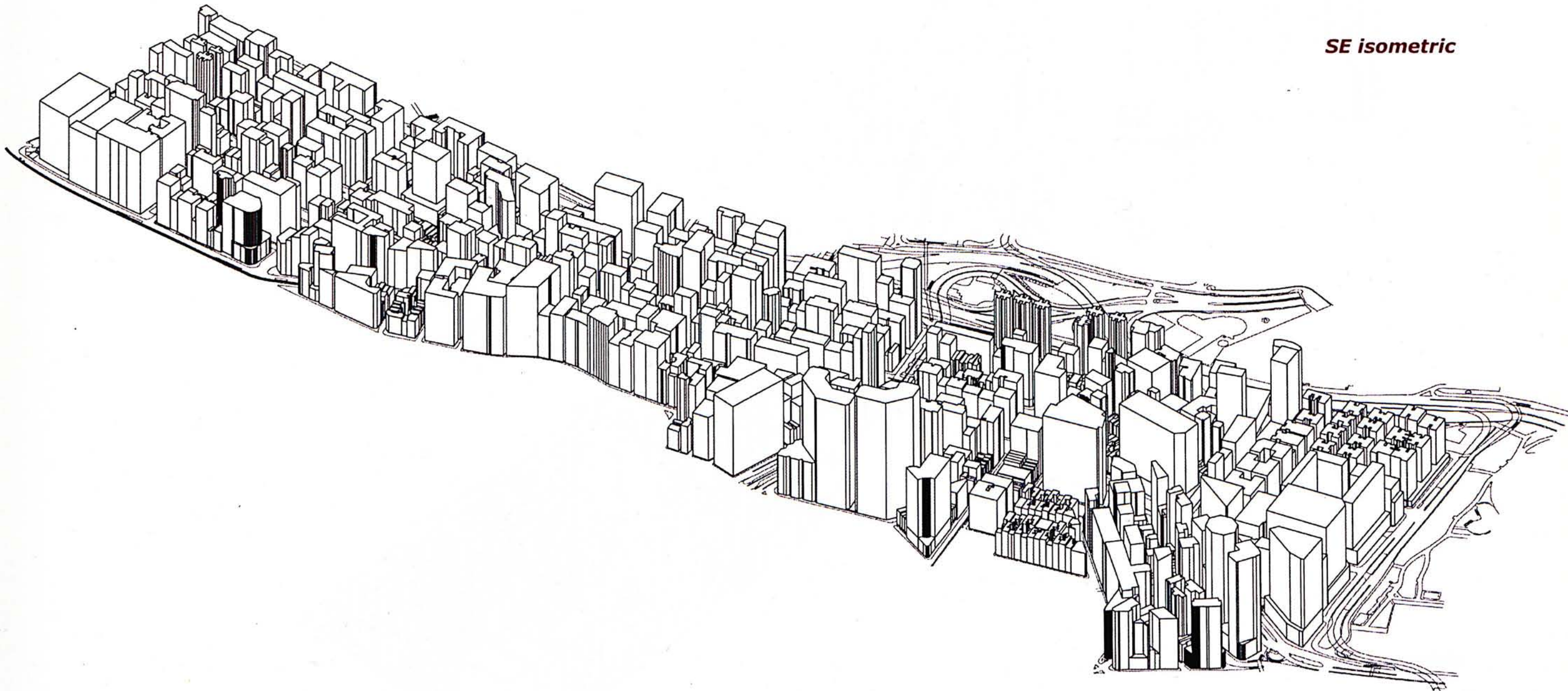
by **Rob Krier**

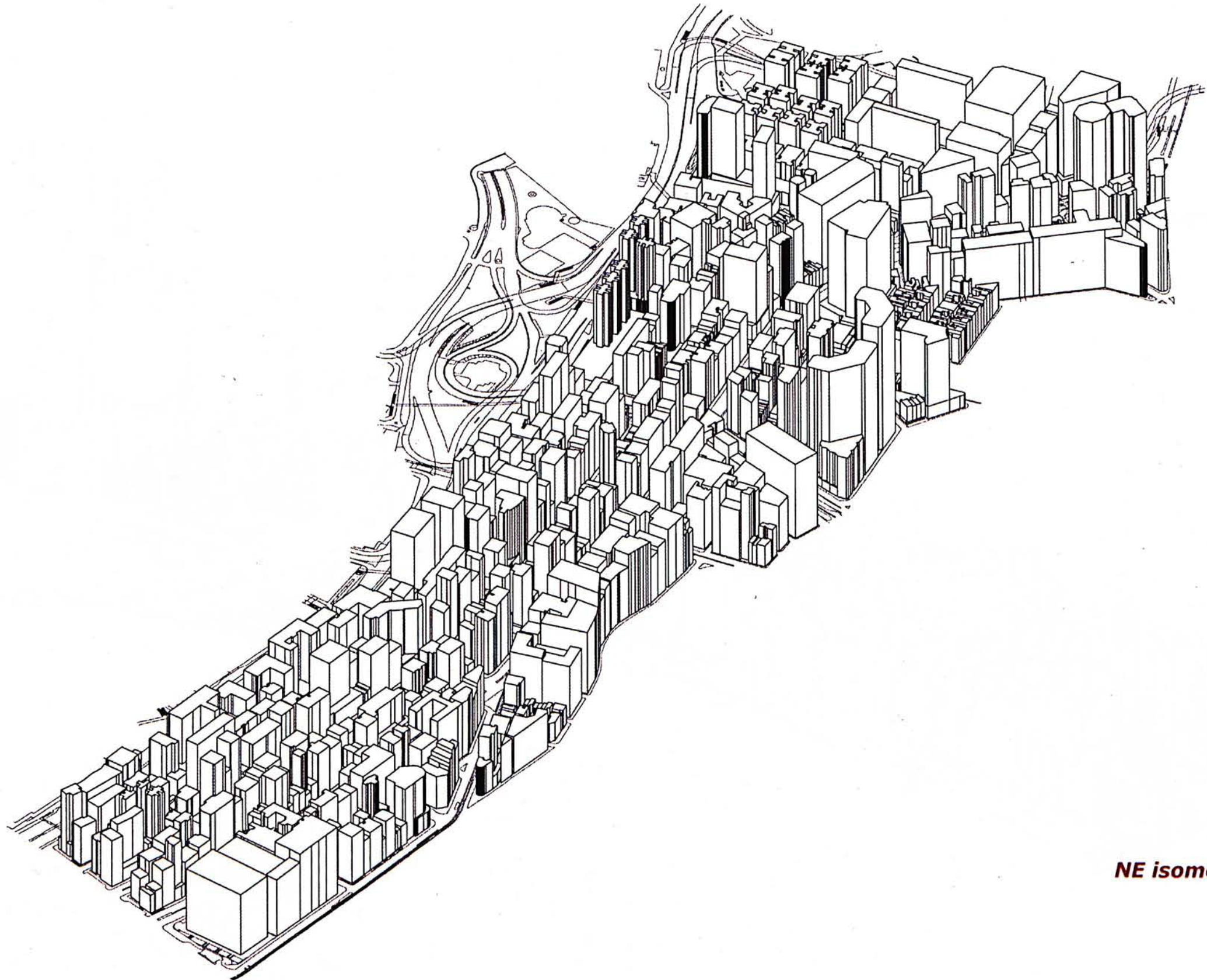




SW isometric

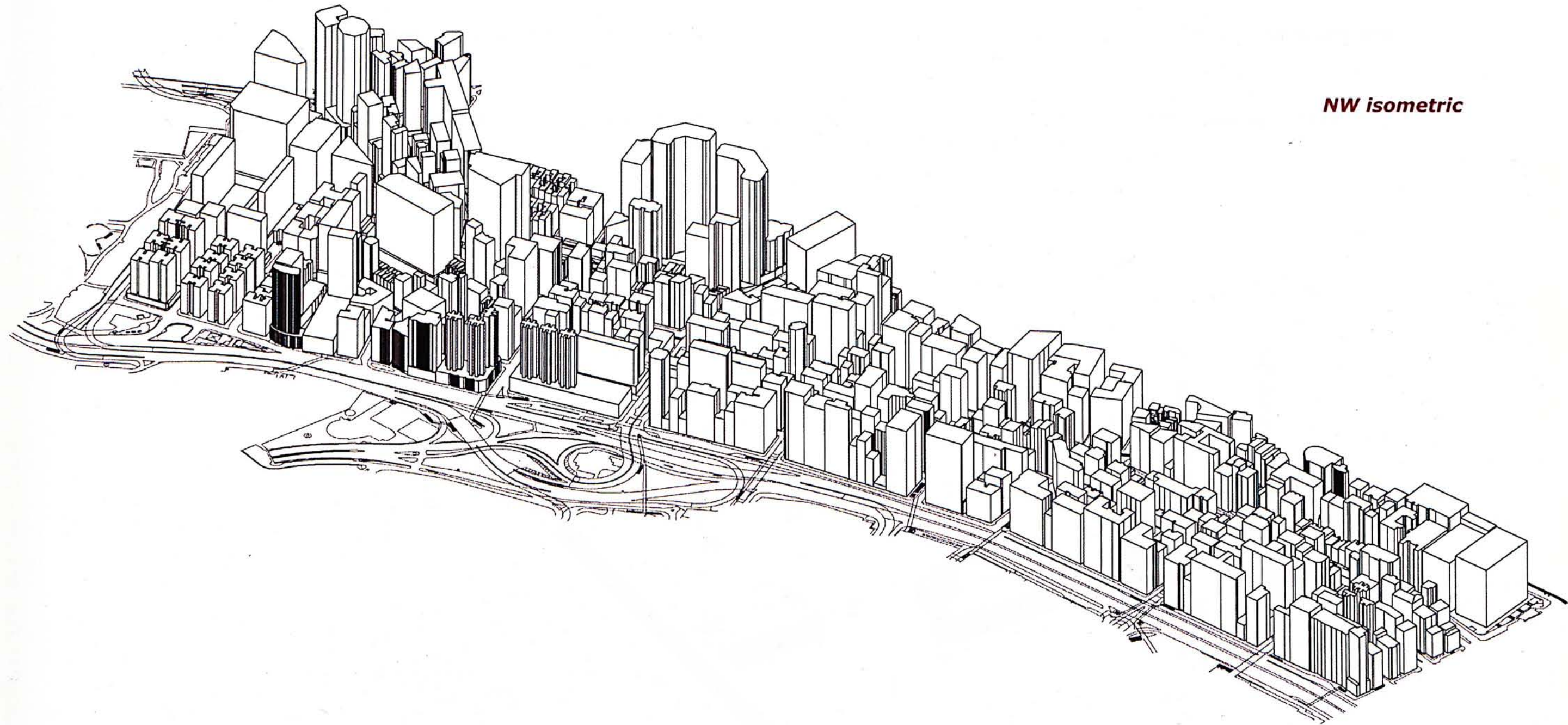
SE isometric





NE isometric

NW isometric

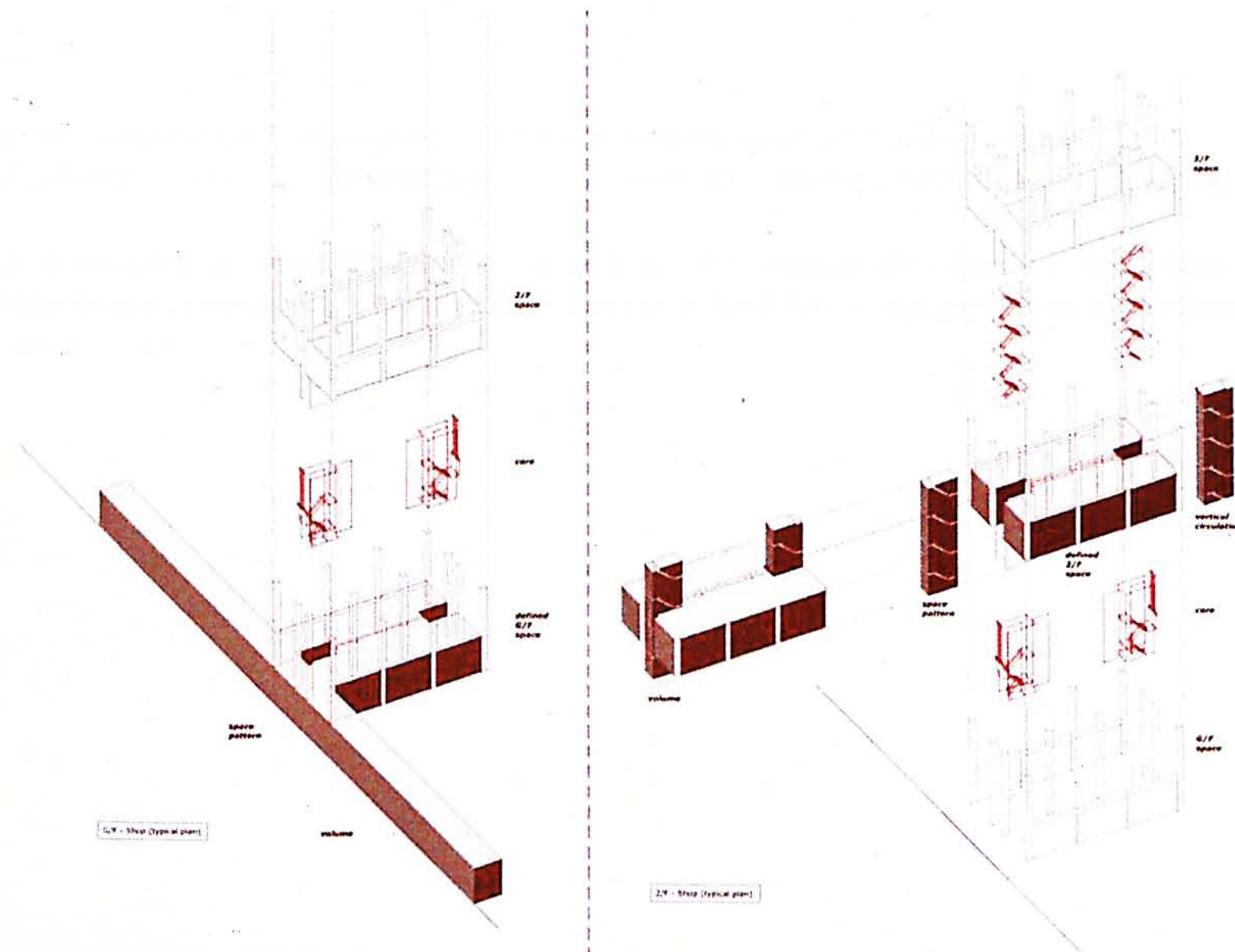


existing urban building structure

The **urban blocks** along Causeway Bay is already established a systematic **structural network**.

In addition, the **physical structure** of the old tenement is worth to **preserve** to act as the base to **remount** and **reform** the city.

The **structure** defines the **shop size** which is **familiar** with the people. The mystery of the densities of the shop size is gradually established in that specialize range of shop size from century to century.



existing alley networking

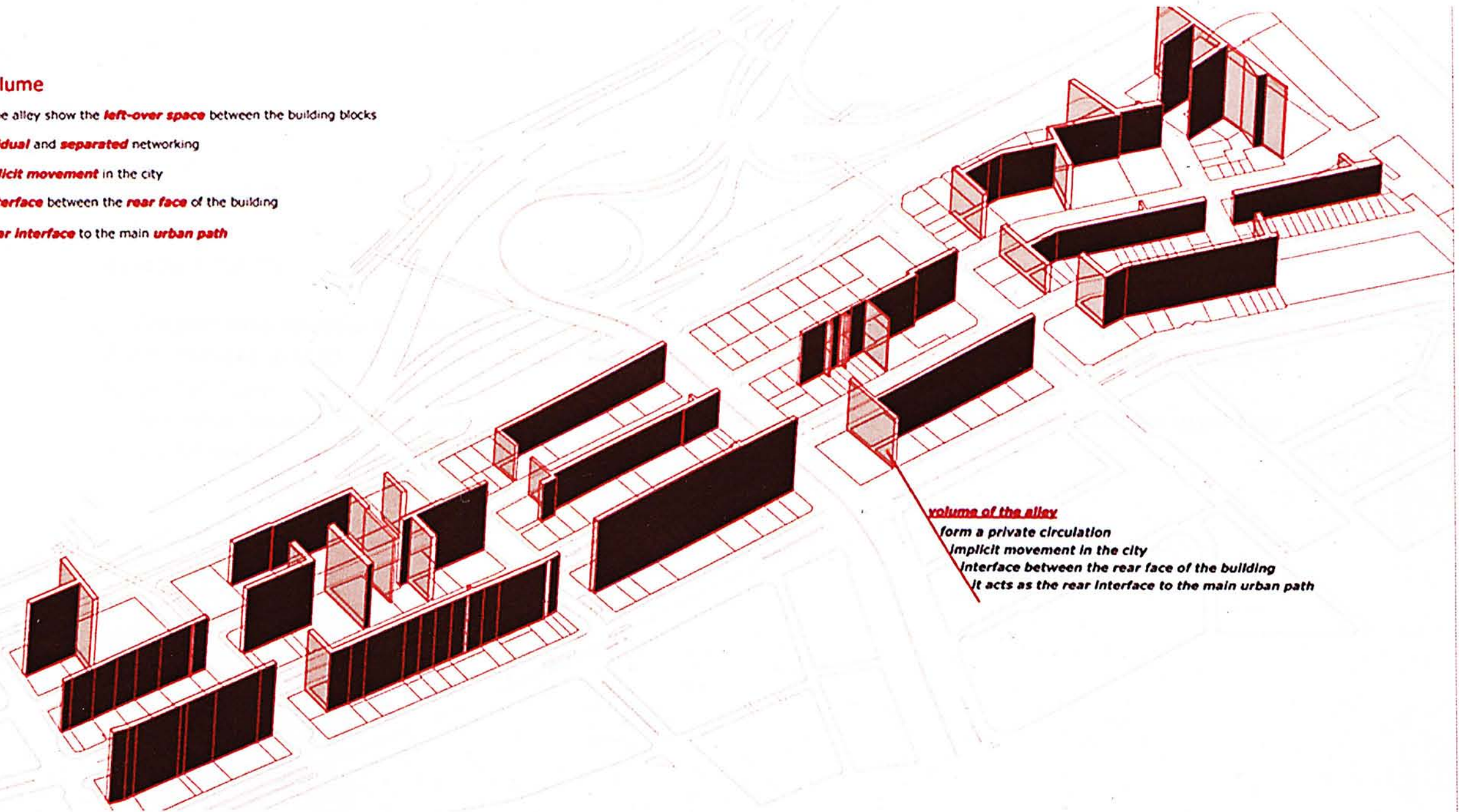
The existing **alleys** form a **systematic network** for the **back size** between the building blocks.

Unfortunately, this systematic network is **abandon** in use. It results to a place for rubbish and a **sleeping place** for the **beggars**.

On the other hand, it provides an **opportunities** to **re-pick up** this useless alley network to **re-face** to an **auxiliary networking** to work together with the existing establish ground floor space and act as a **new interface** to link up with the upper shops.

Alley - volume

- the volume of the alley show the **left-over space** between the building blocks
- it forms a **individual** and **separated** networking
- it creates a **implicit movement** in the city
- it acts as the **interface** between the **rear face** of the building
- it acts as the **rear interface** to the main **urban path**



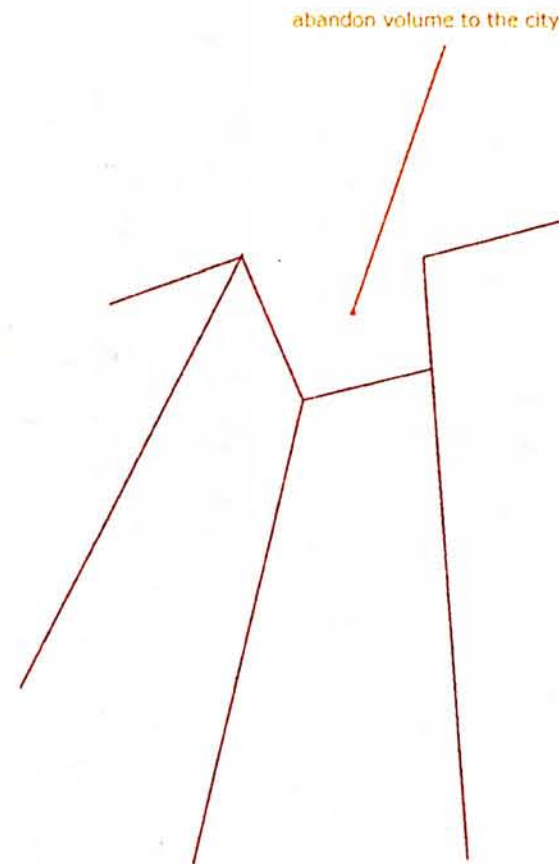
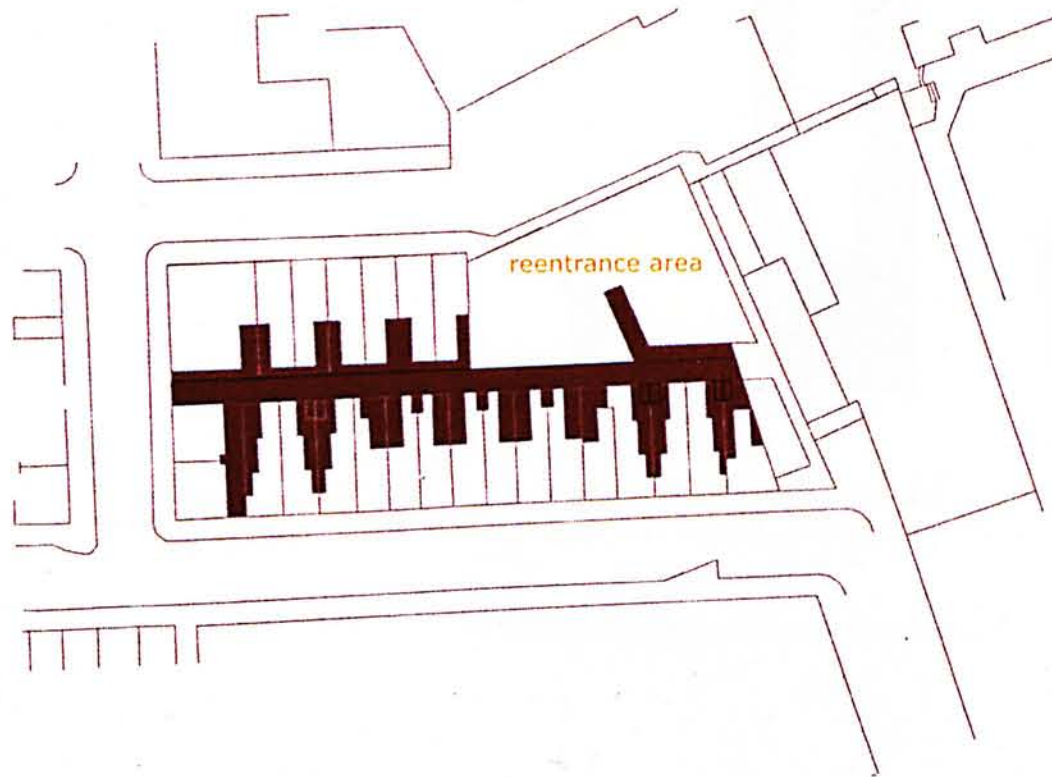
existing reentrance space

The **reentrance space** is **no longer valuable** when the use of the upper floor use is changed. When the residential flat is changed to shops, it definitely implied the reentrance space designed for the previous residential flat is no longer function.

On the other hand, it provides **valuable room** to be the **catalysis** for the new design to facilitate the upper floor shops network.

Reentrance - volume

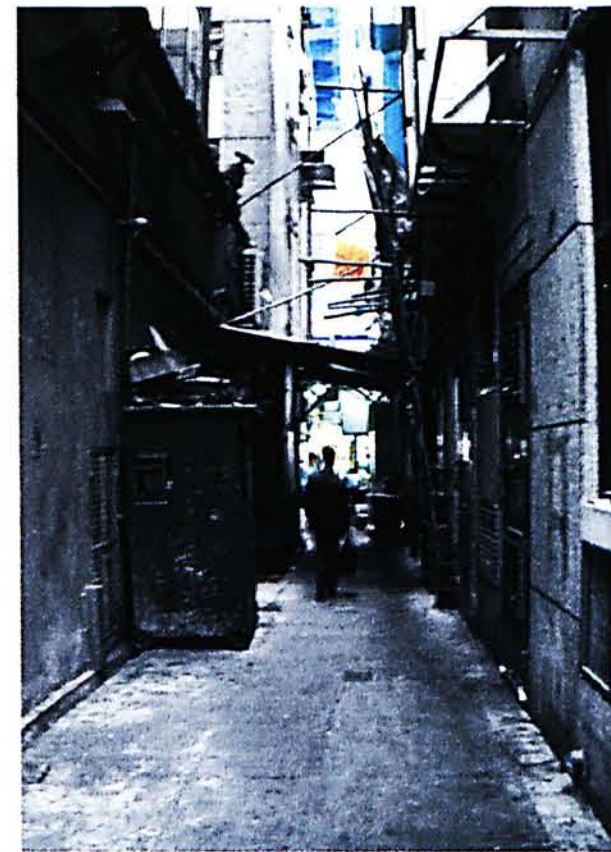
- it acts as the *abandon volume* in Causeway Bay as a main commercial hub
- the volume of the alley and the reentrance show the *left-over space* between the building blocks
- as a opportunity to act a new *interface* between the building and the *existing main path*





Backlane - time

the **skyline** at the backlane is changing from day time to night time
 the **daylight** provide a clear sharp skyline to the pedestrian at the backlane at the day time
 while
 there is no lighting system at night time
 and
 the **background artificial lighting** at the backlane can just show a blurry gate of escape



day 03:00pm



night 10:00 pm

existing upper floor movement

It is already establish kind of **upper floor movement** in Causeway Bay. People will across the heavy traffic road by **the footbridge** and also they will come out from kind of shopping mode at upper level to the city.

People are used to access to the city not only on the ground but by **different levels**. The city is already contained precedent case of people walking on the upper path **across the city**.

Existing upper floor movement

there are existing two bridge to bring the movement to the upper floor

one is across *Hennessy road* - *High velocity movement (relatively dynamic)*
- *no program along*

one is across *Lockhart Road* - *Low velocity movement (relatively Static)*
- *have program along*

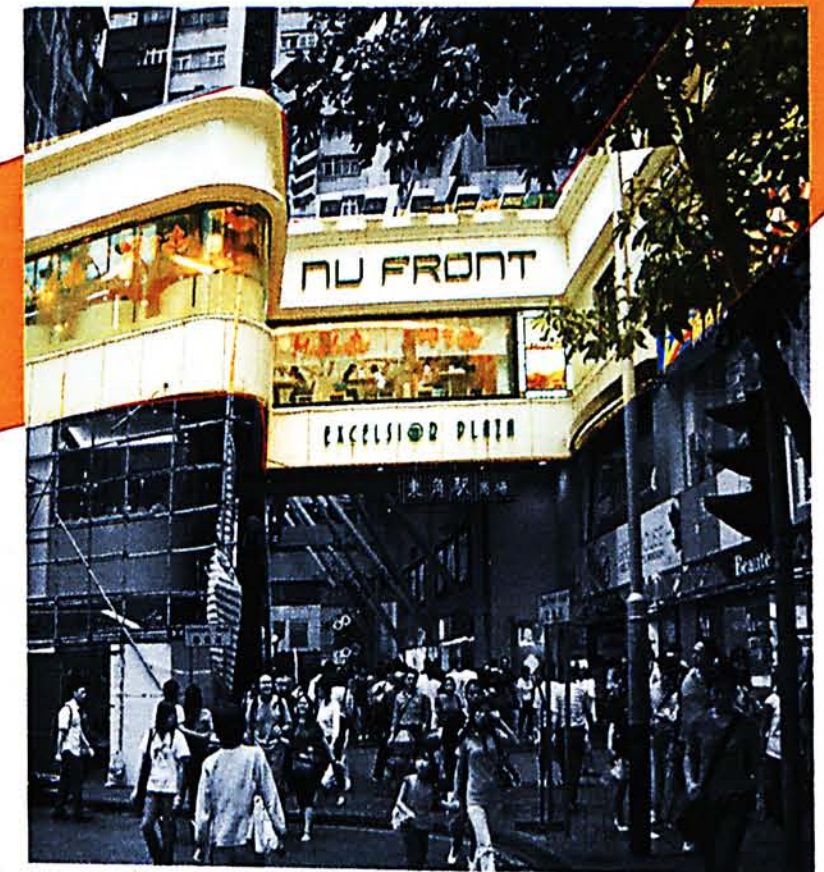
across *Hennessy road*



across *CITY*

the street life can be also brought to the upper movement

- can be incorporated with Building
- can be introduced a new path to the pedestrian
in order to have another way to travel through the city



across *Lockhart road*

3.2 design intention

1) New transformation of **Urban Space** on multi-layers

- ensure an urban continuity and enclosure in providing the place where public and private spaces are clearly distinguished;
- provide quality public realms as places with attractive, successful and accessible outdoor areas;

2) New transformation of **Urban Path** on multi-layers

- provide ease of movement by creating places that are easy to get to and move through;

3) Identity of 'Street Life'

- design and create the place with its own character and identity;

4) Identity of 'Street retails'

- design for legibility so that places are easy to understand and have a clear image;
- design for adaptability as places can change easily;
- provide diversity by creating places with variety and choice;

3.3 proposal

"Vertical Theory

contemporary lifestyles and the increasing **combined pressures** of **urbanization** and **population growth** on our **cities demand** a redefining of our **conventional perceptions** of working and living in high-rise structure in the **city**."

by Ken Yeang

"Crossprogramming

the complete **interchangeability** of **form** and **function**, the loss of traditional, canonical cause and effect relationships as sanctified by modernism. **Function does not follow form, form does not follow function**. If architecture is both **concept and experience, space and use, structure** and **superficial image - non-hierarchically** - then architecture should cease to separate these categories and instead merge them into unprecedented combinations of **programs and space**."

by Bernard Tschumi

It is worth to find out a proper **architectural means** to facilitate this development and to **enrich the characteristic** of the street retail in Causeway Bay. I believe to undergo an **intervention** along the **old tenements** at Lockhart Road as a start point can provide a **positive reaction** to the change.

The **first** step is trying to revitalize the **abandon back lanes** as a **new interface** to the introduce **multi-layers street** along the upper shops so that a complete networking assemble with the existing well established ground floor network can be manipulated.

The **second** idea of the strategy is to release the **visual density** but not the exact pedestrian density. By **shifting the volume** of the shops in the **existing frameworks** to introduce some **pocket space** and **open space** for the **outdoor activities** which is already successful to be one of Causeway Bay Characteristic. By the **transparency** of the pocket space and the open space, people can easy to locate themselves and have the strong **sense to participating** in the city.

The **third** idea is to give the **upper layer path identity**. Because as I said before, the ground floor space is a successful way and network to connect and penetrate the whole Causeway Bay. Therefore, on one hand, it can be **fully pedestrianize** so that people can detach from the traffic annoying. On the other hand, it provide a **alternative way** for the people to **travel through the city**.

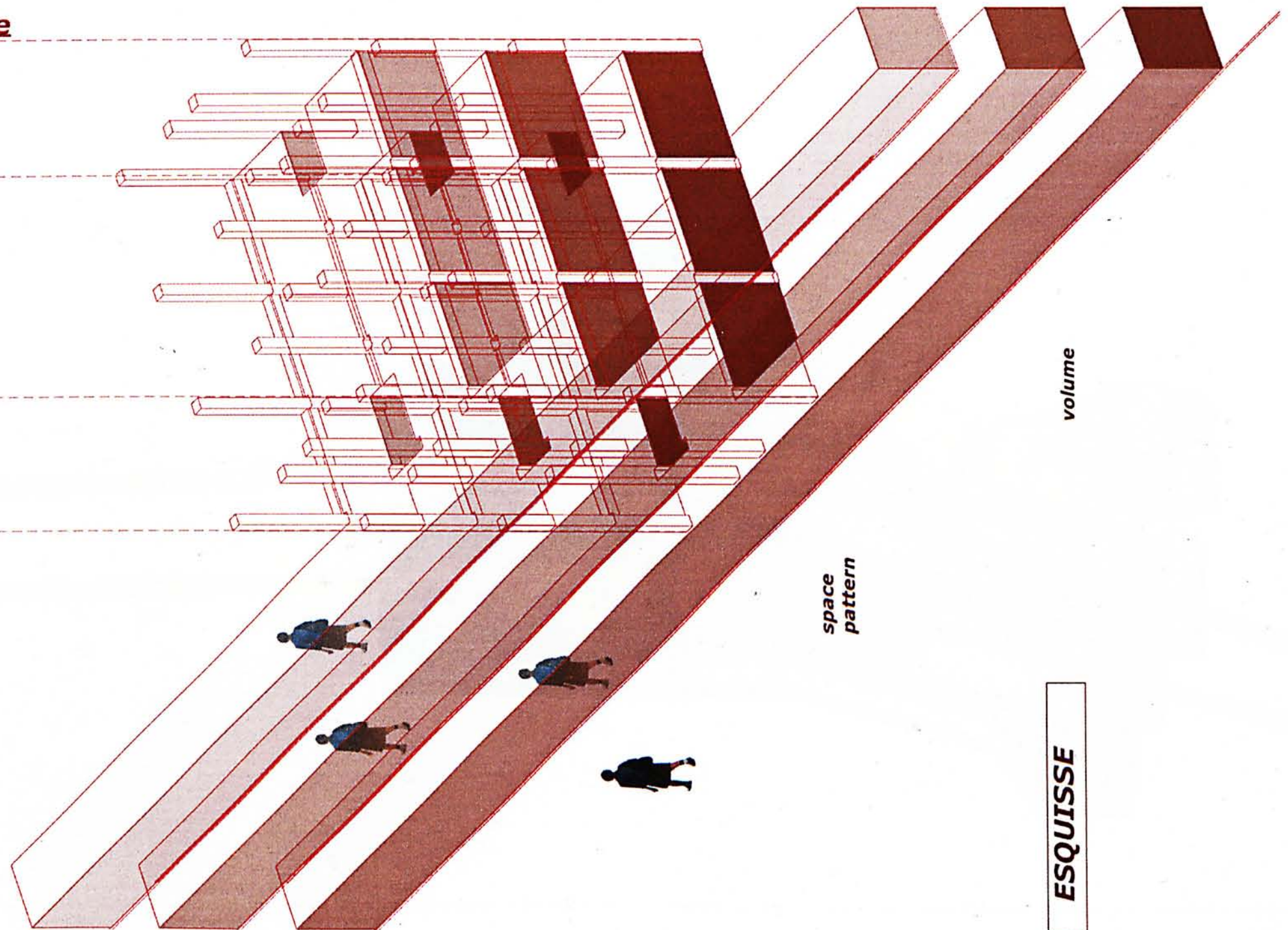
Therefore, with the introduction of the **multi-layers streets to the city, it changes the city to meet the demand , on one hand, enriching the existing characteristic of street life, on the other hand, providing another new characteristic of street life.**

3/F
space

2/F
space

G/F
space

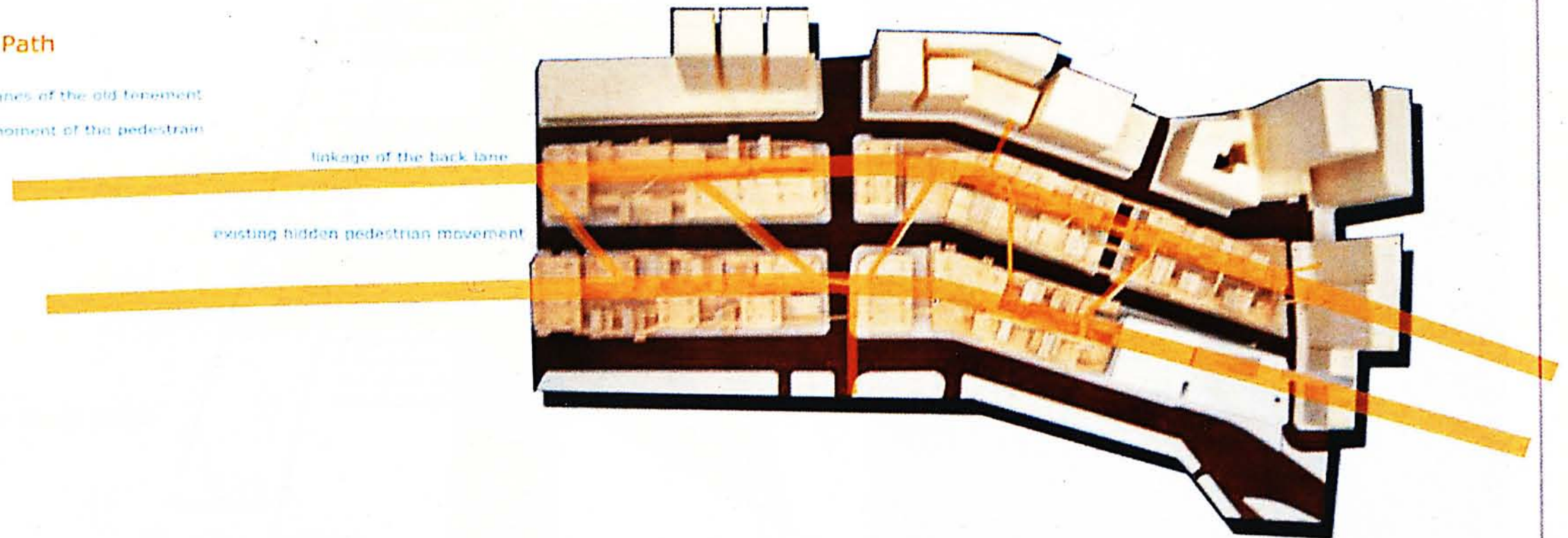
esquisse



esquisse

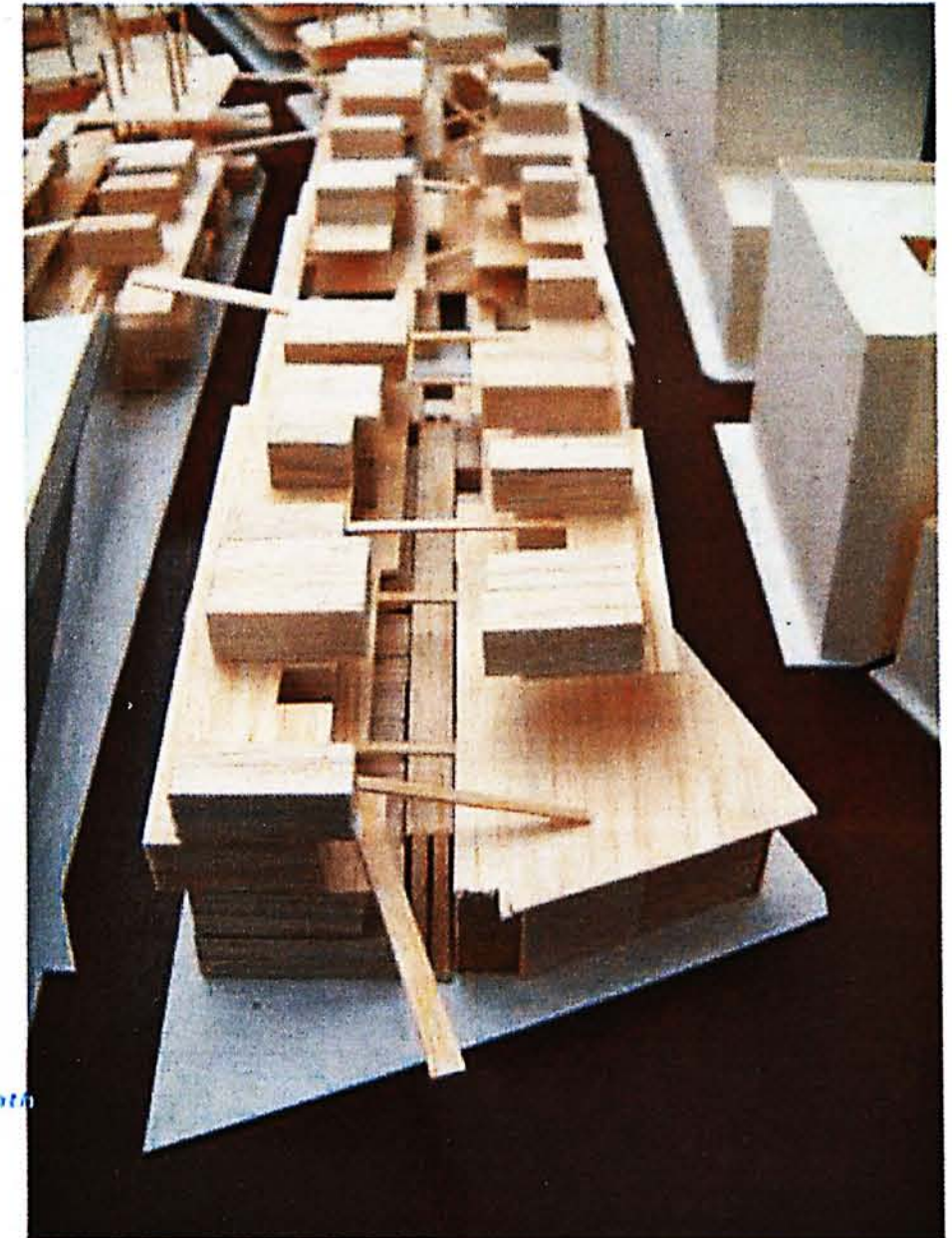
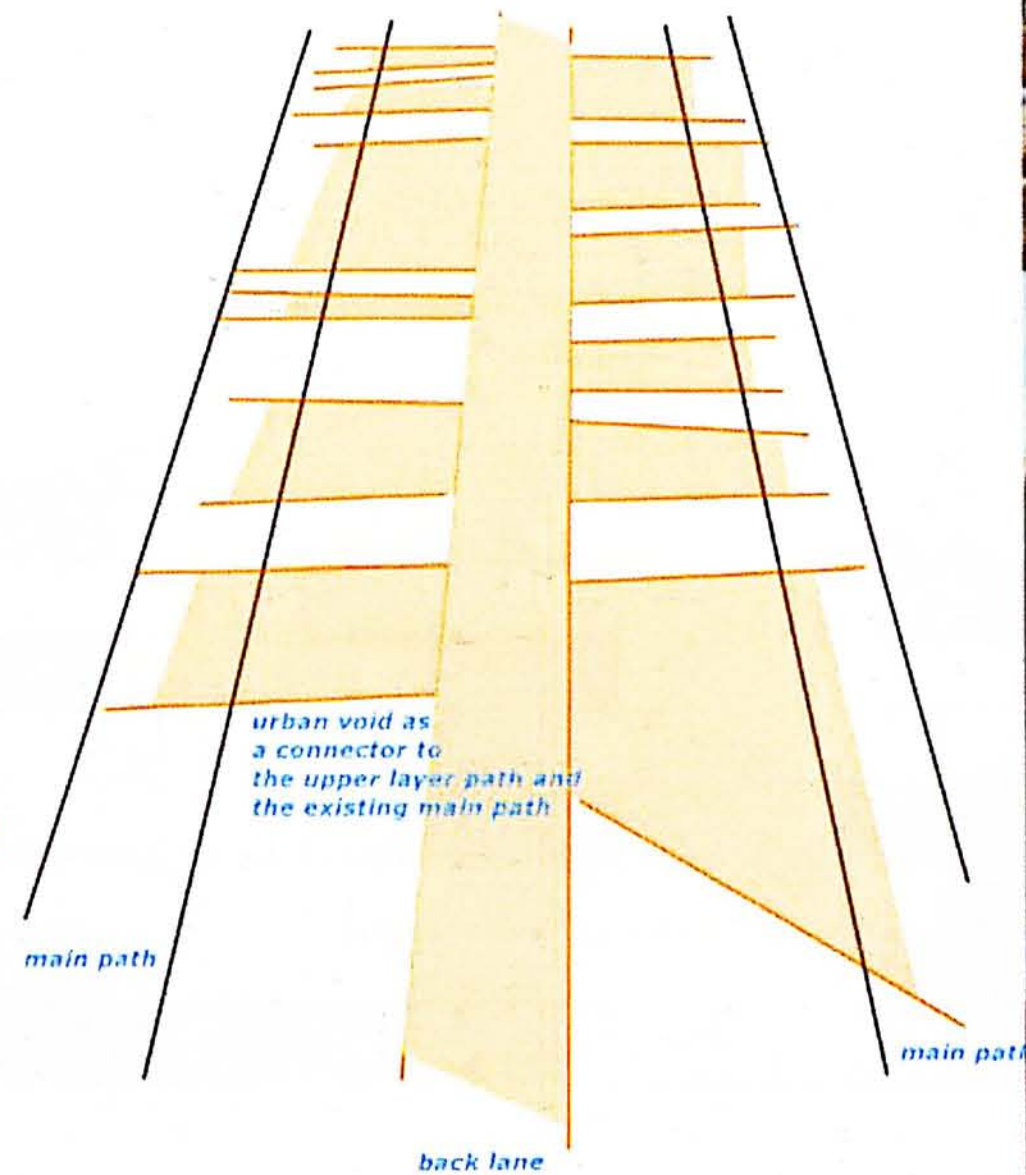
Transformed Urban Path

revitalized the back lanes of the old tenement
captured the hidden moment of the pedestrian

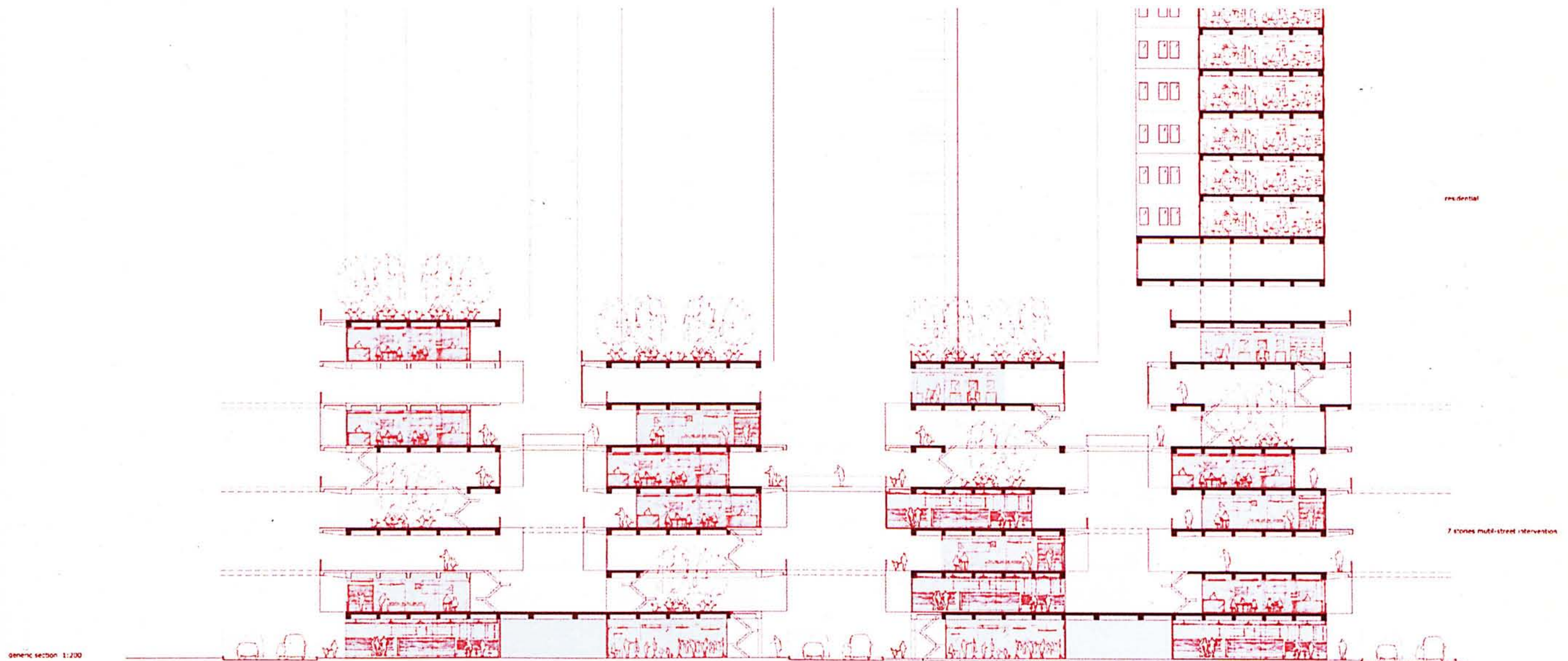


esquisse

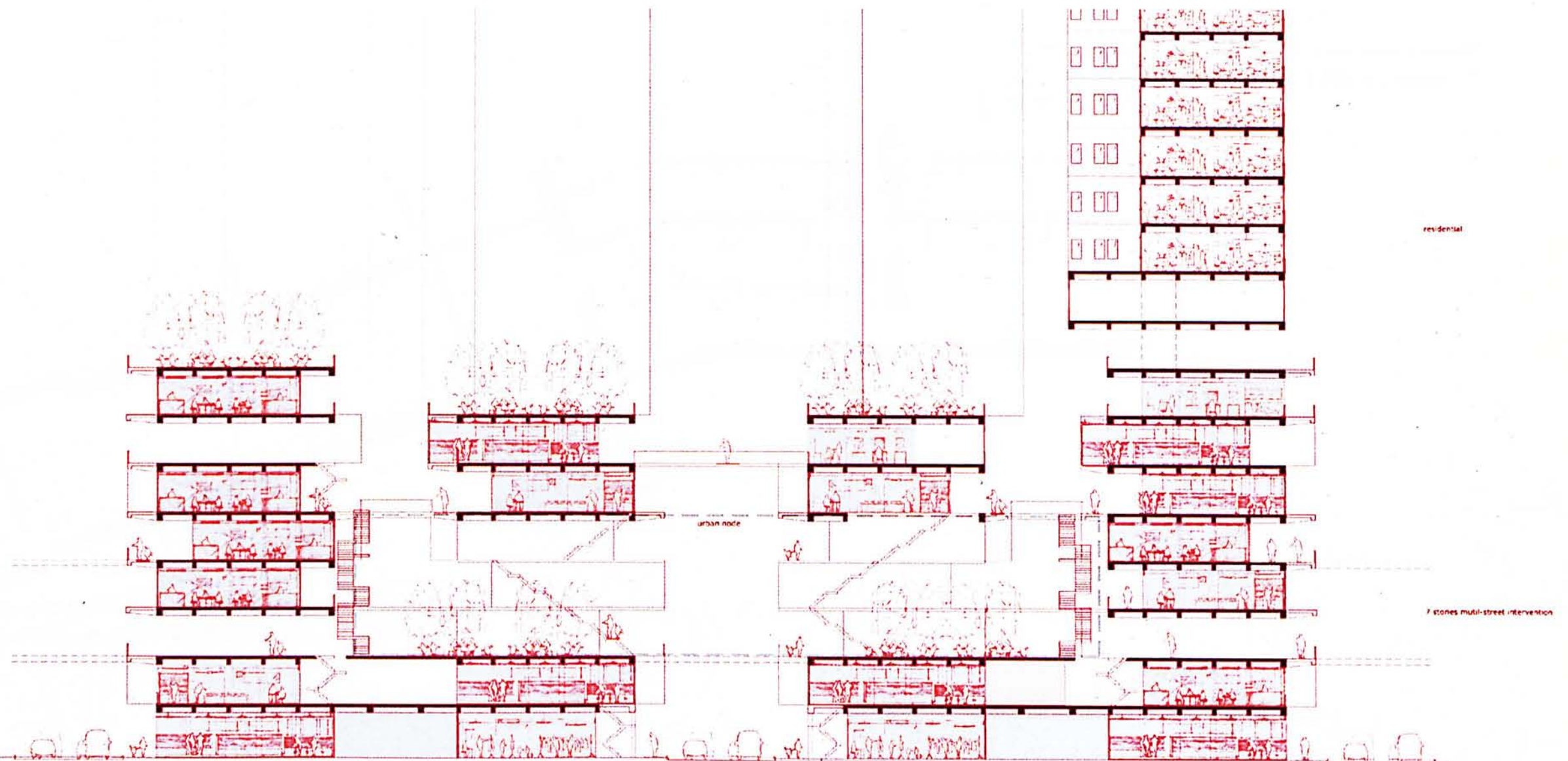
Interface between the Main Path

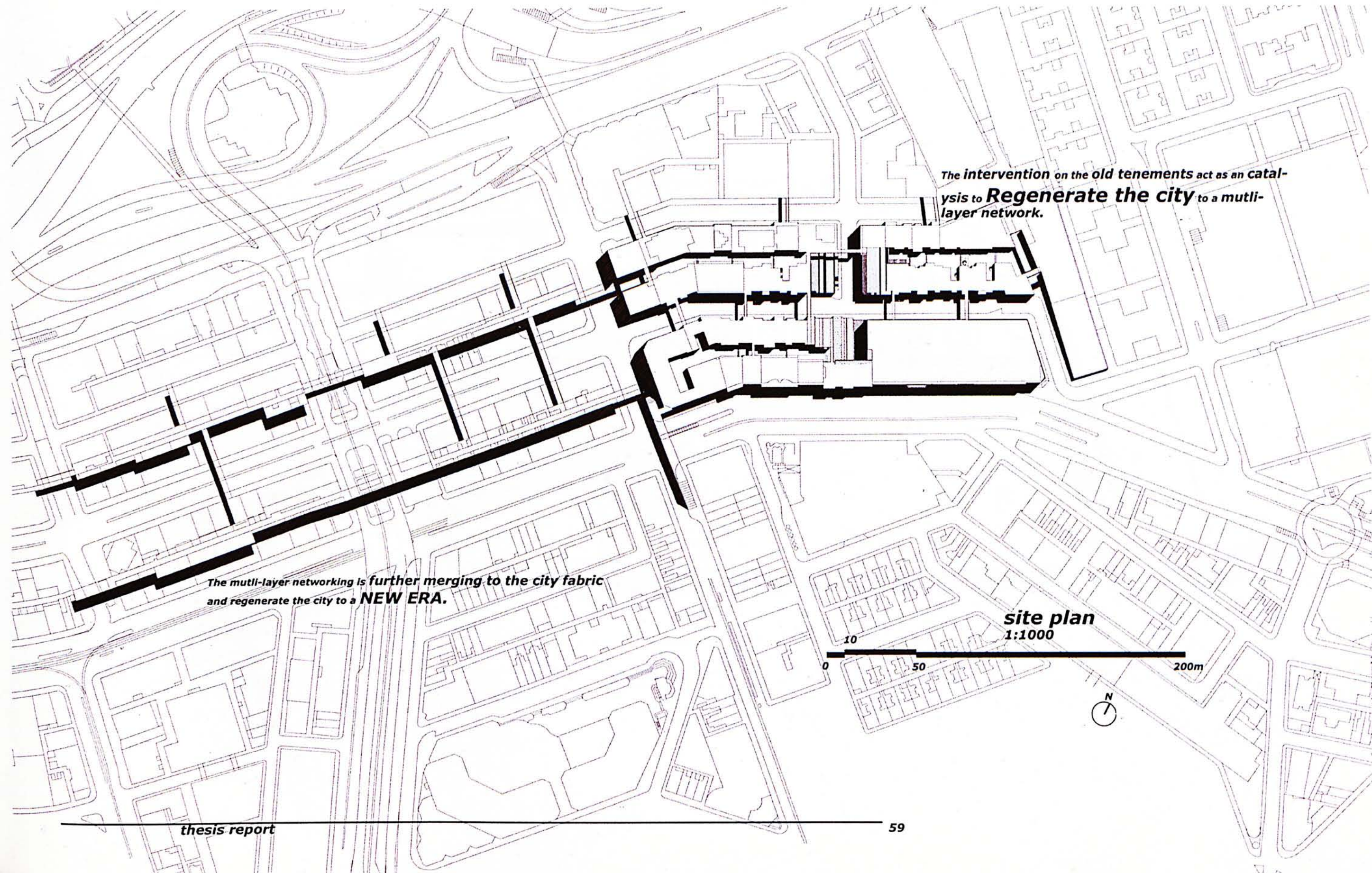


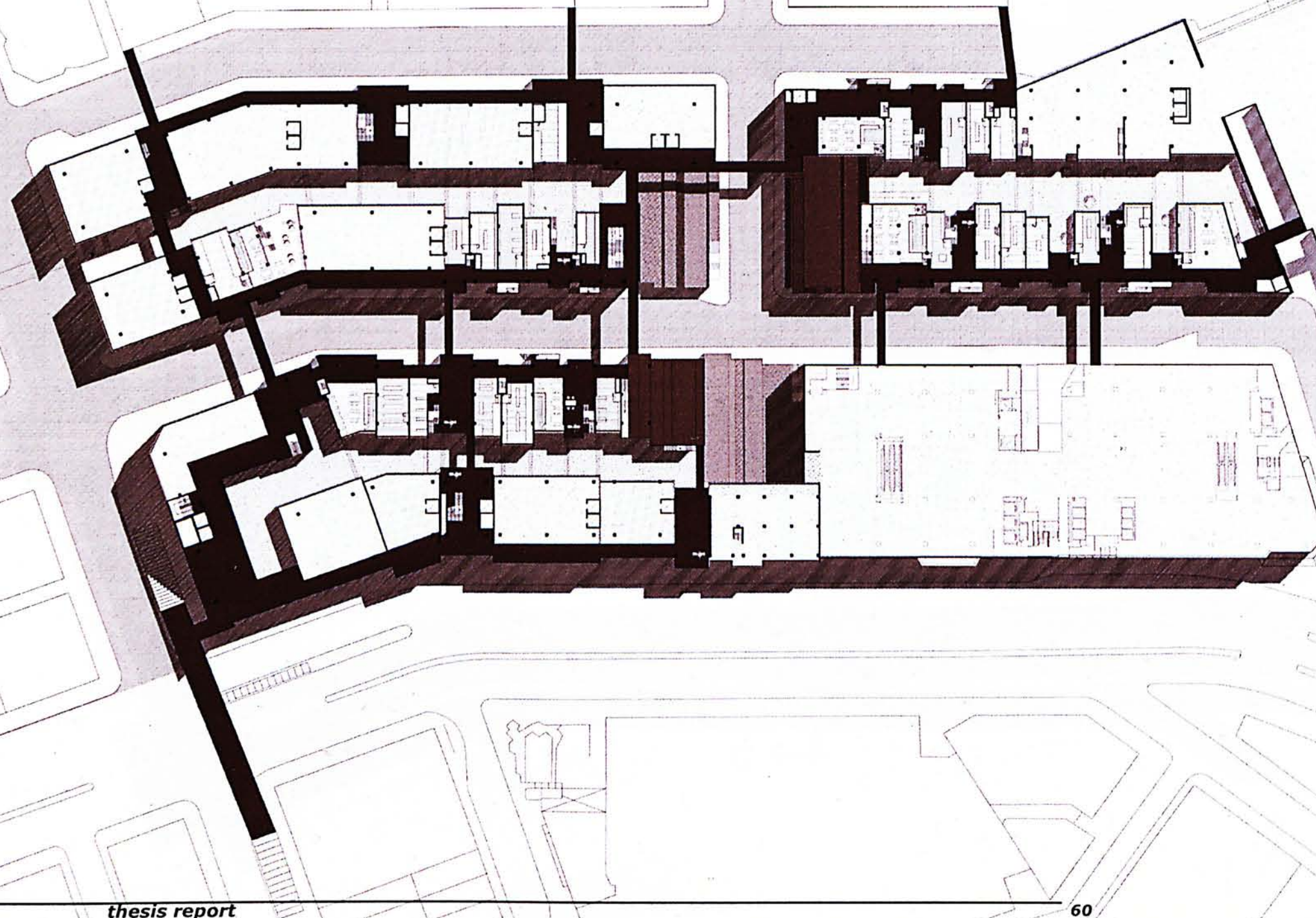
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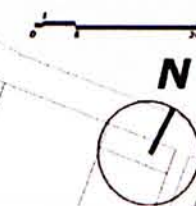
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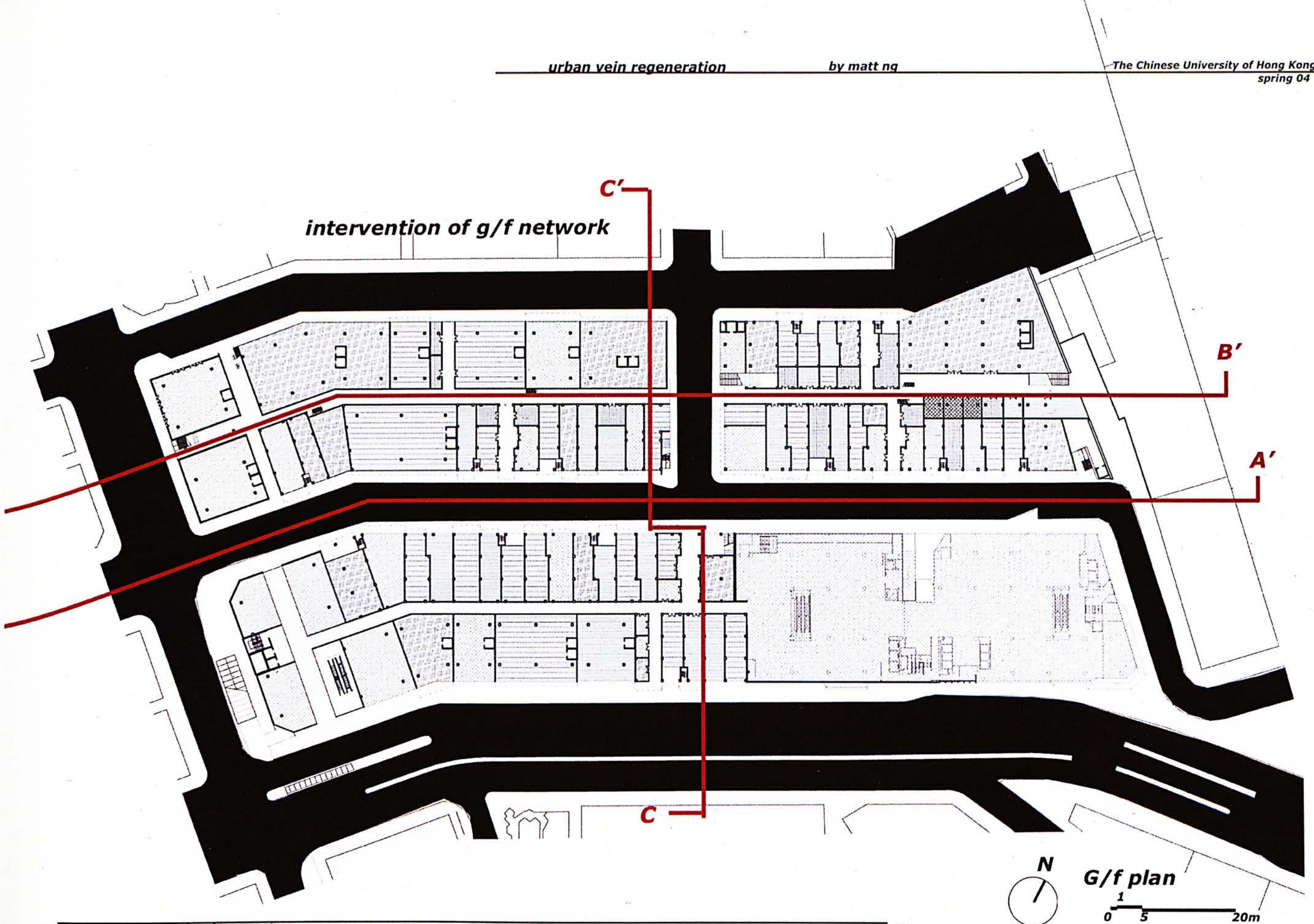






2/f plan





**new intervention of existing backlane to a fully pedestrian new upper
floor street
- to provide a continuous spatial experience to the people from the g/f
network**

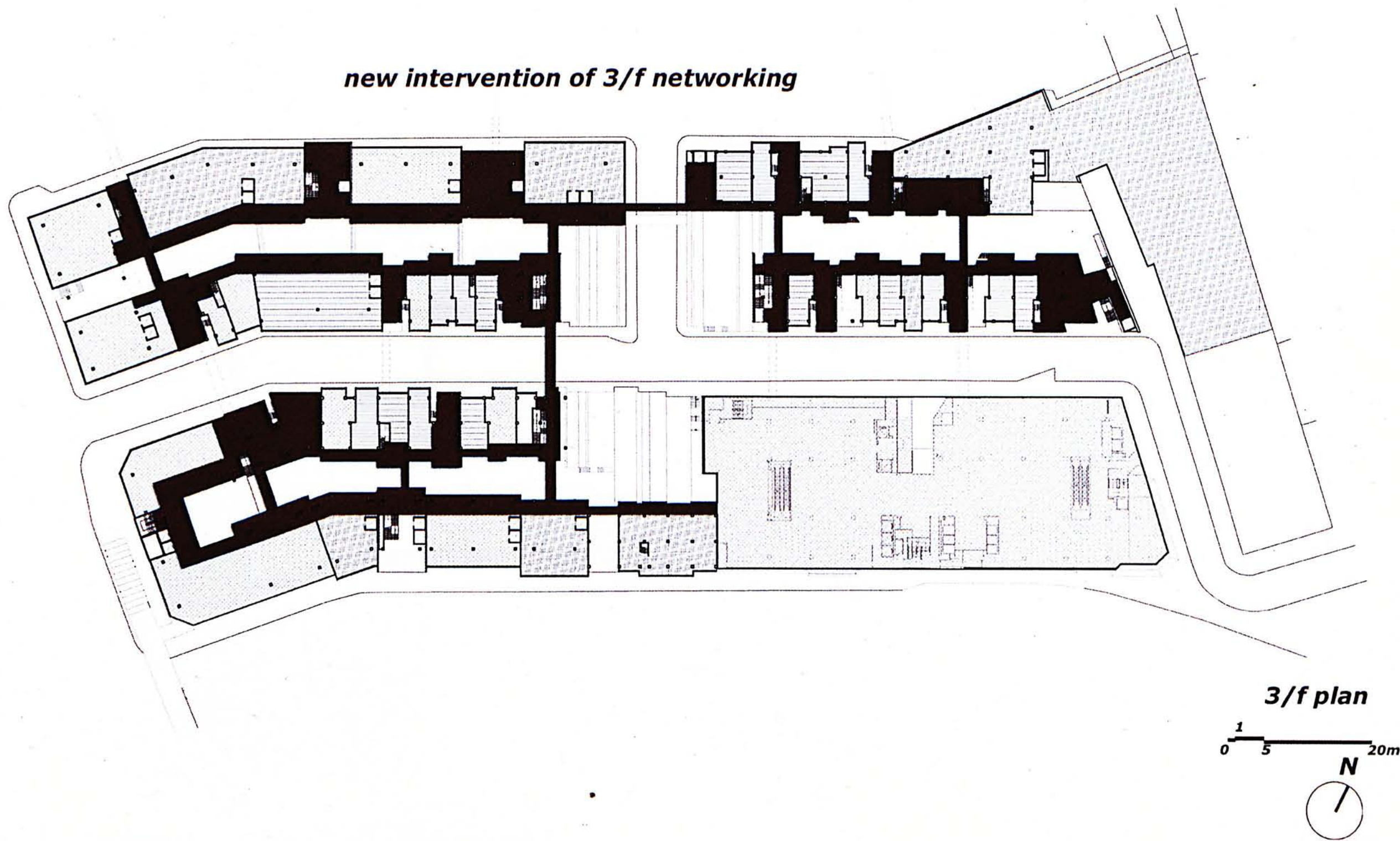


1/f plan

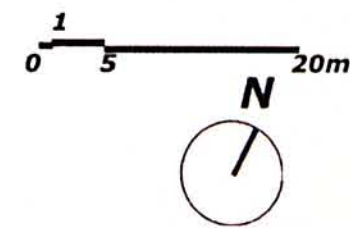
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N

new intervention of 3/f networking



3/f plan



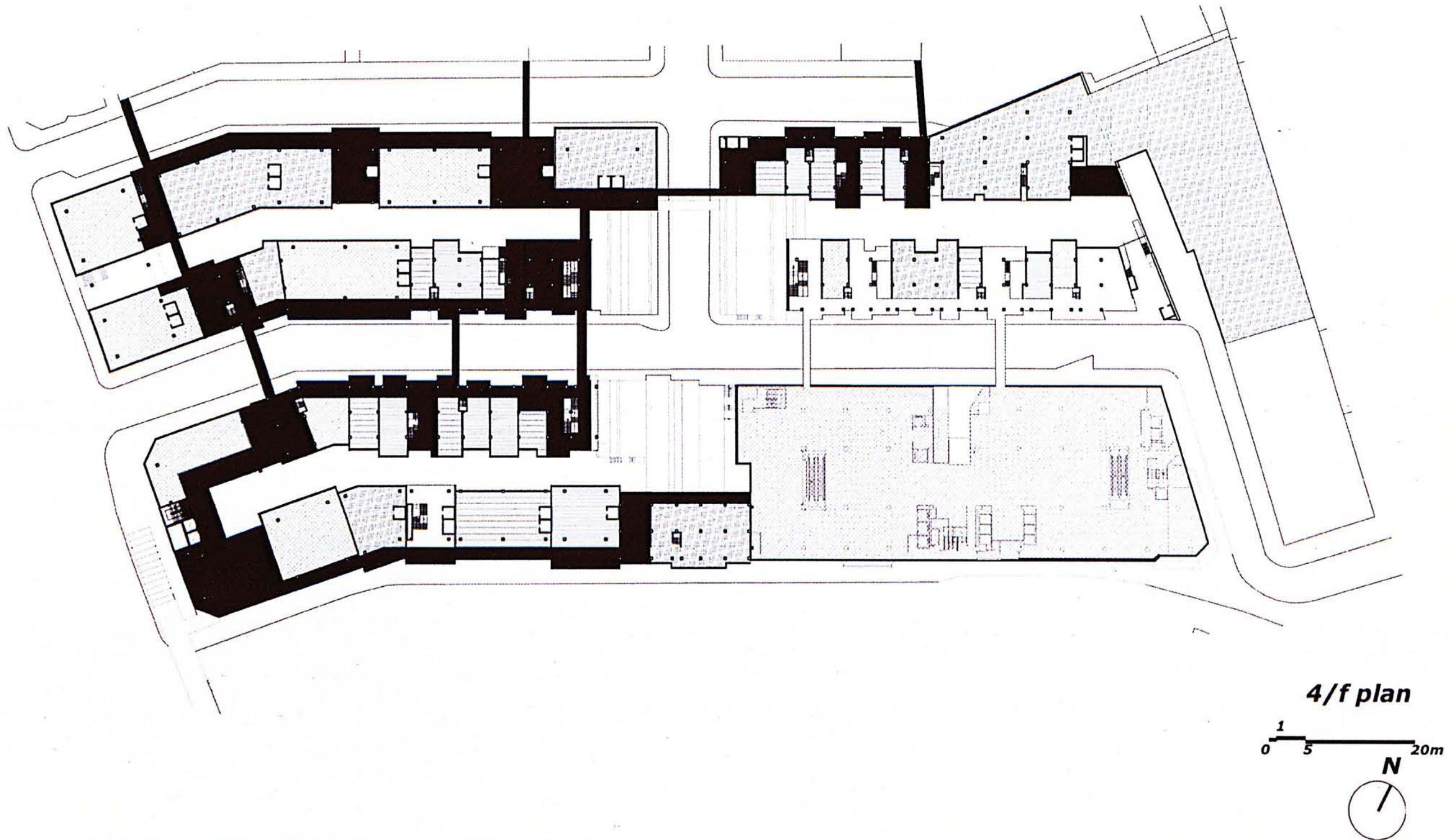


diagram of 4/f networking

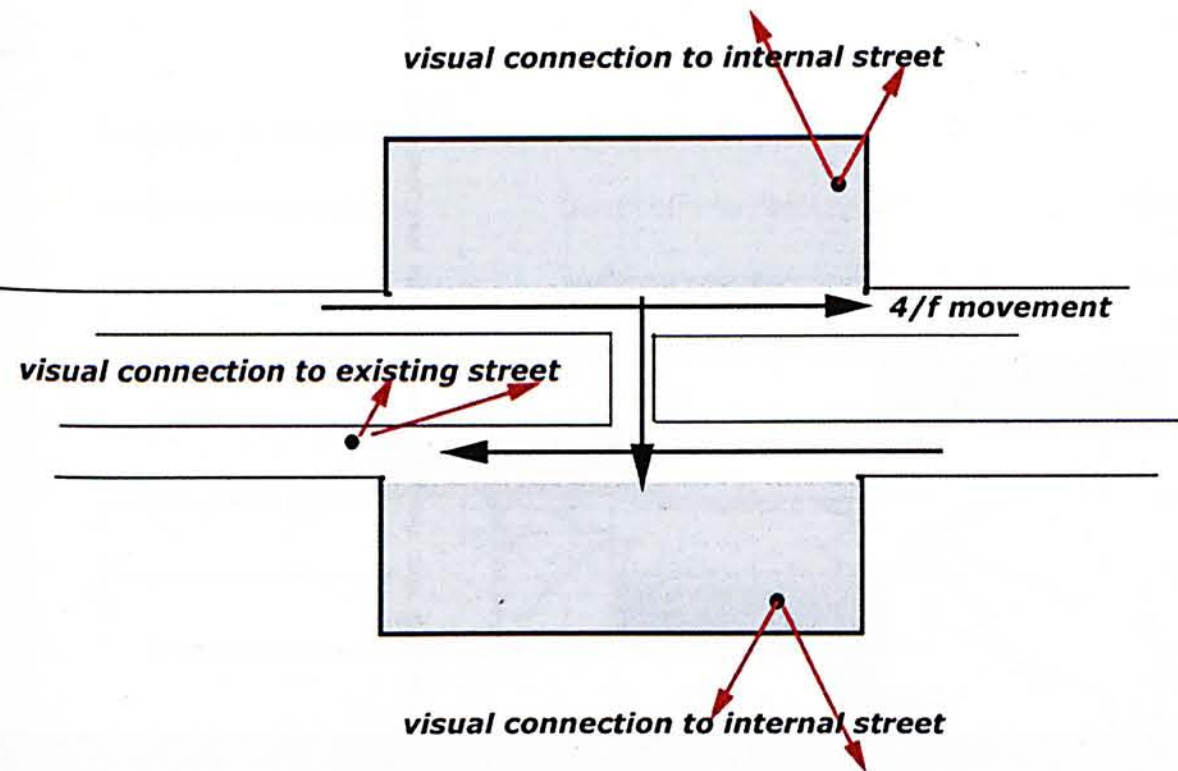
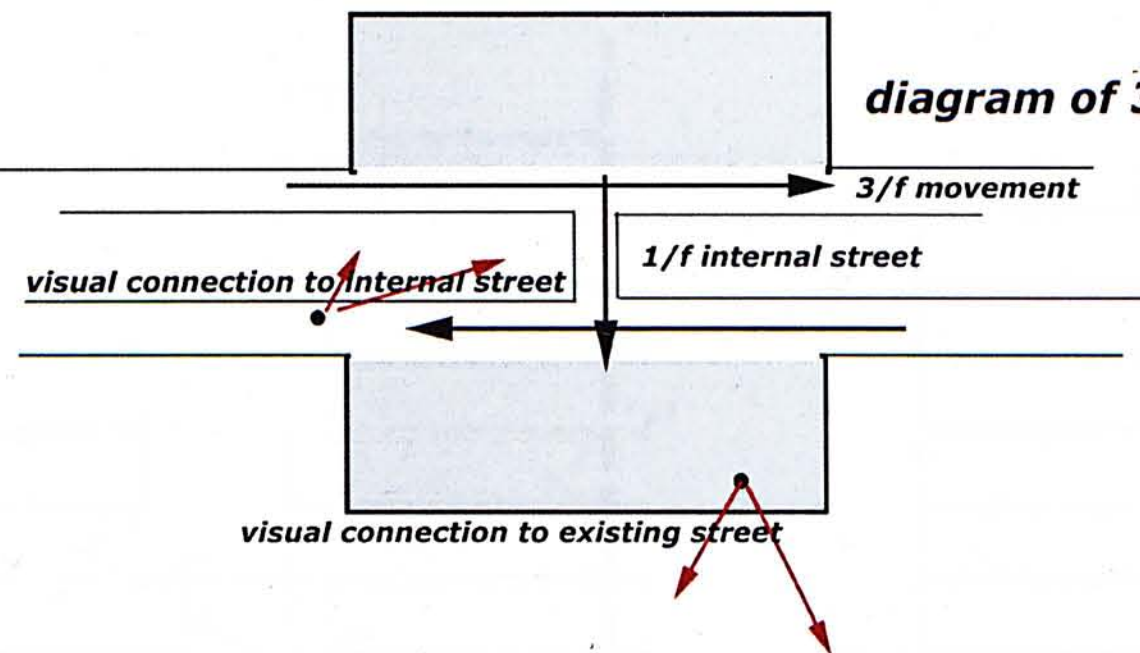
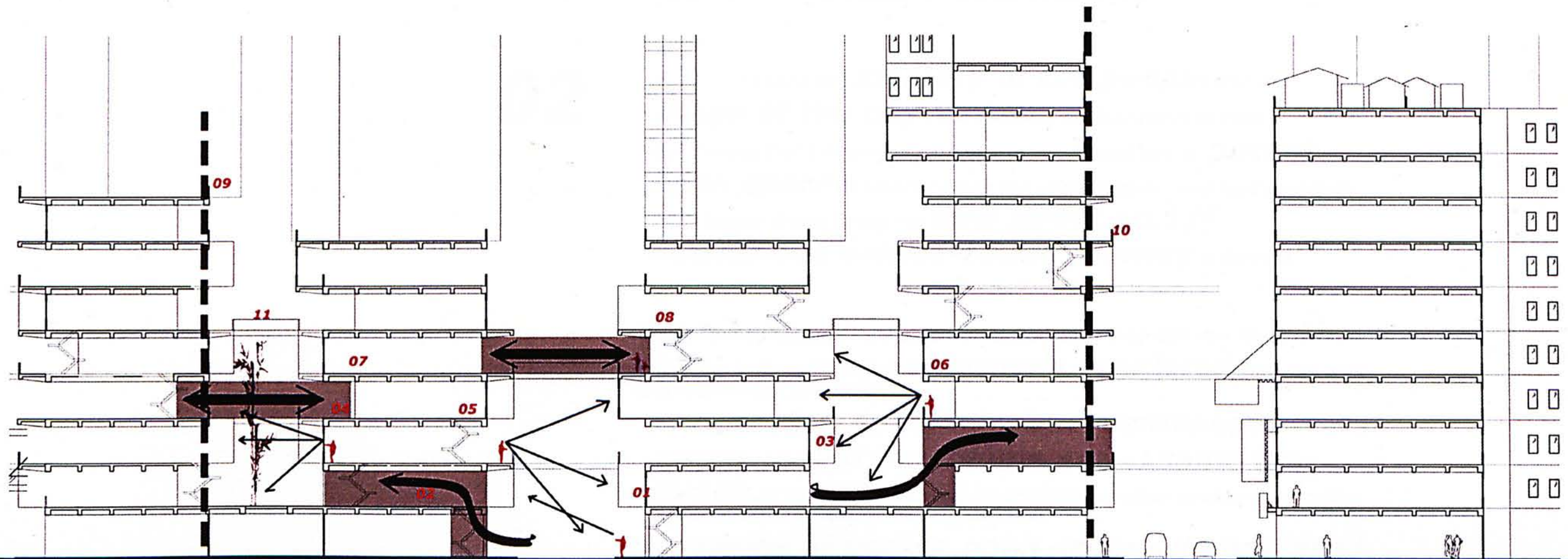


diagram of 3/f networking





generic section diagram

01

The upper shop behave a **display object** which **express** the **shops identities** to the g/f pedestrian.

It draws people to **move vertical** in the city.

By the new regeneration of the old fabric, this **spirit in the city** is kept and also bringing along the people to have a **continuous journey** to lead people **travel the city**.

02

In order to keep the **memory of the people** and the **image of the city**, the existing vertical stairs is kept.

But, instead of bringing people to a vertical dead end, a **pocket open space** is created along the vertical stairs and lead people to their target shops along the **new street on 1/f**.

A **continuous valued-added journey** is formed.

03

Once the people arrive the new street on 1/f, they still can identify their location in the city which is **harmony coexisted** with the well establish g/f network.

By introduction of a **new stairs** in the **reentrances space** at the **old tenements**, it forms a **same language** of vertical movement. In addition, another pocket open space is introduced into the further upper floor.

The **series of pocket open space** is **demarcated**

04

The **shop window** on one hand act as a **display** window to the people in the city, also act as a **interface** to the customer to **view through back** the city.

05

Create a **pedestrian movement along the back and front facade** of the **fabric** to facilitate a **clear and continous perspective in the city** which can lead and guide people to **travel onward in the city**.

06**07****08**

A **subtle bridges** is across the **upper path** along the **existing street** and the **new street** to create a **complete mutli-layer networking throughout the whole city on different level**.

09**10**

By **shifting the volume** of the shop , it goes **beyond** the **fabric building line**

1. it can capture the **spirit** of the congested amazing scenerio of the **signages hanging on the building**
2. it gives **identities to individual shop**
3. it creates **pocket space on the upper corridor** which can provdie a space of **balcony** and also for the **extension of the shop space**.

11

A **fully pedestrianize , 24 hrs , public ,greenary,** allowing any possible city activities new **street** is formed to enrich the amazing g/f network.

12

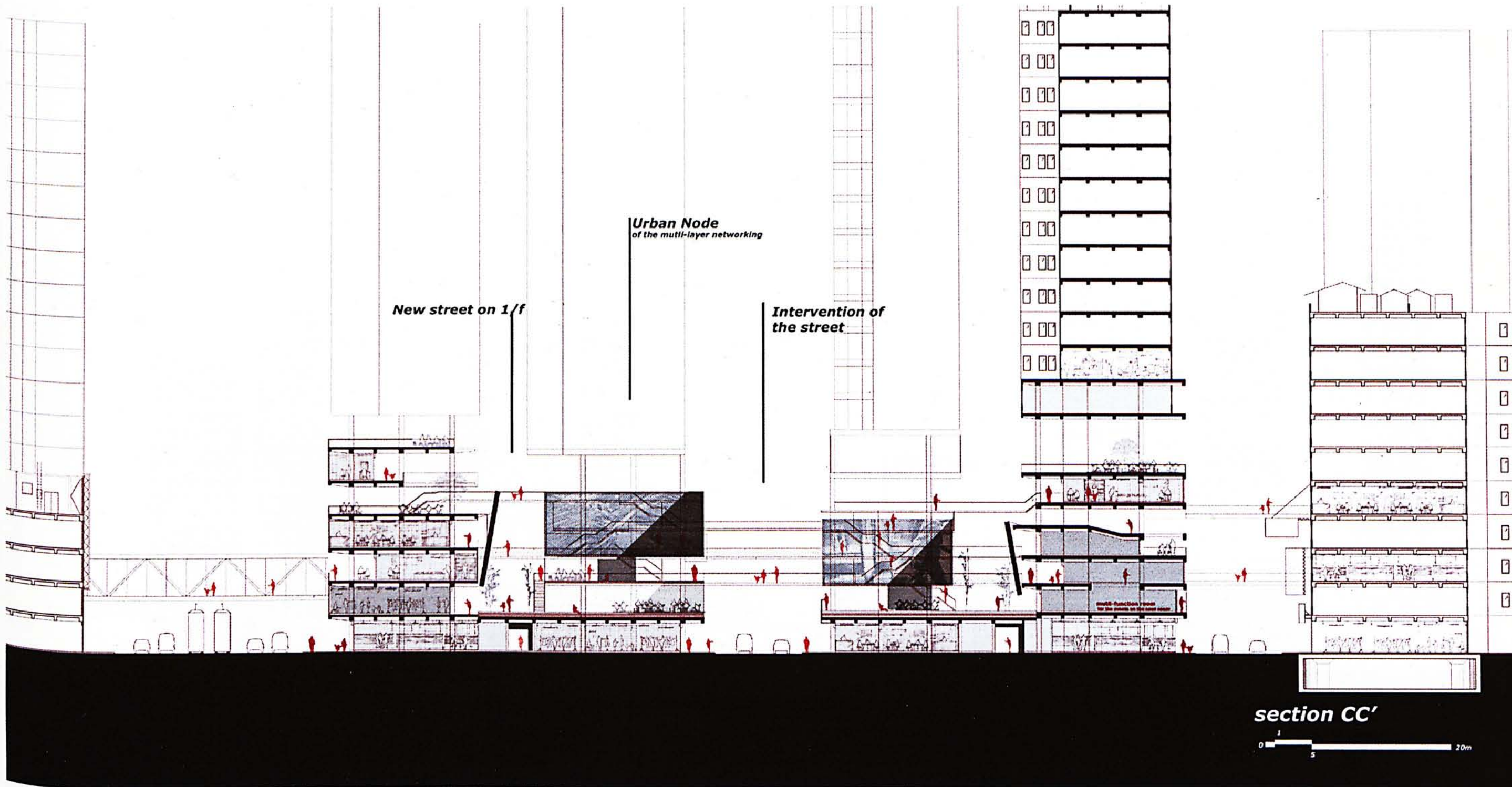
New Urban Node

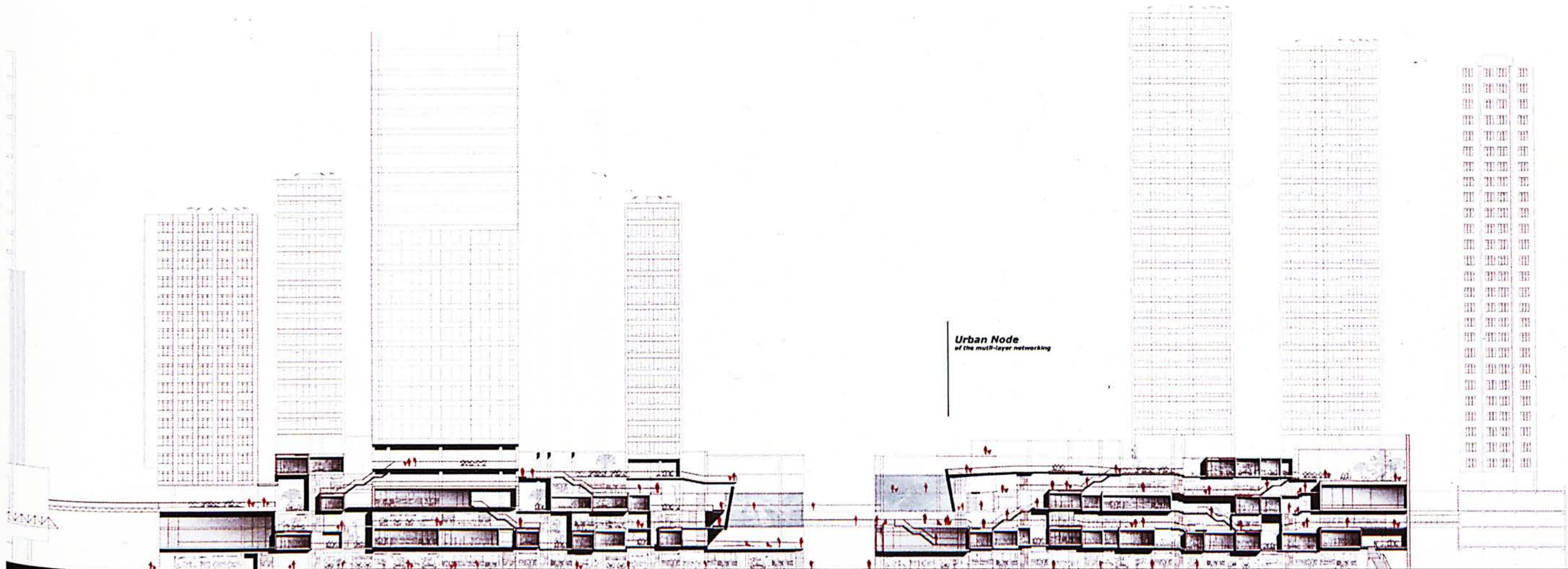
Allow city events and act as a **begining** or an **end** of the overall new network.

The **screen facade** provide a **transparency** for people to moving along the **node** and locate their targeted **route**.

But it **screens out** the **disturbance** and provide a relatively **quiet place** for the poople to stay.

Ocasionally, the screen can act as a interface for **event perfor-**
mance.





Urban Node
of the multi-layer networking

elevation AA'

05



section BB'



series 01

program

There are no specific program along the networking, but in other word, it can facilitate any kind of program and commercial activities to function such as
cafe, boutique, salon, restaurant, book store, snooker store, karaoke, jewellery store, pub, disco ...etc..



series 02

program

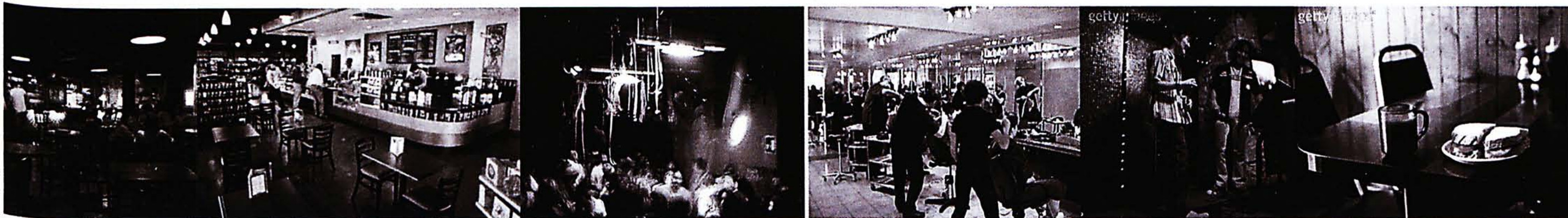
There are no specific program along the networking , but in other word, it can facilitate any kind of program and commerical activities to function such as
cafe , boutique , salon , restaurant , book store , snooker store , karaoke , jewellery store , pub , disco ...etc..



series 03

program

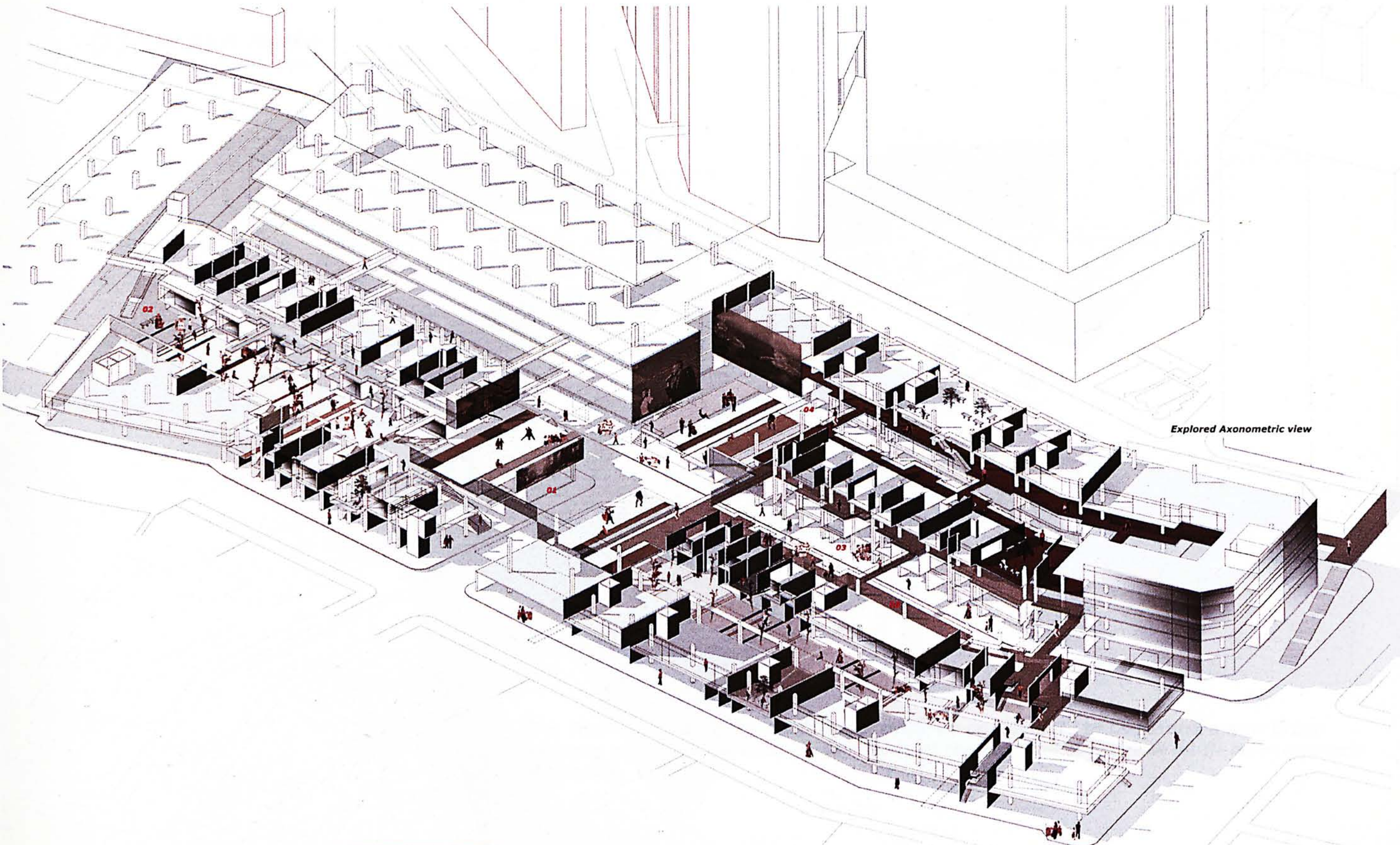
There are no specific program along the networking , but in other word, It can facilitate any kind of program and commercial activities to function such as
cafe , boutique , salon , restaurant , book store , snooker store , karaoke , jewellery store , pub , disco ...etc..



series 04

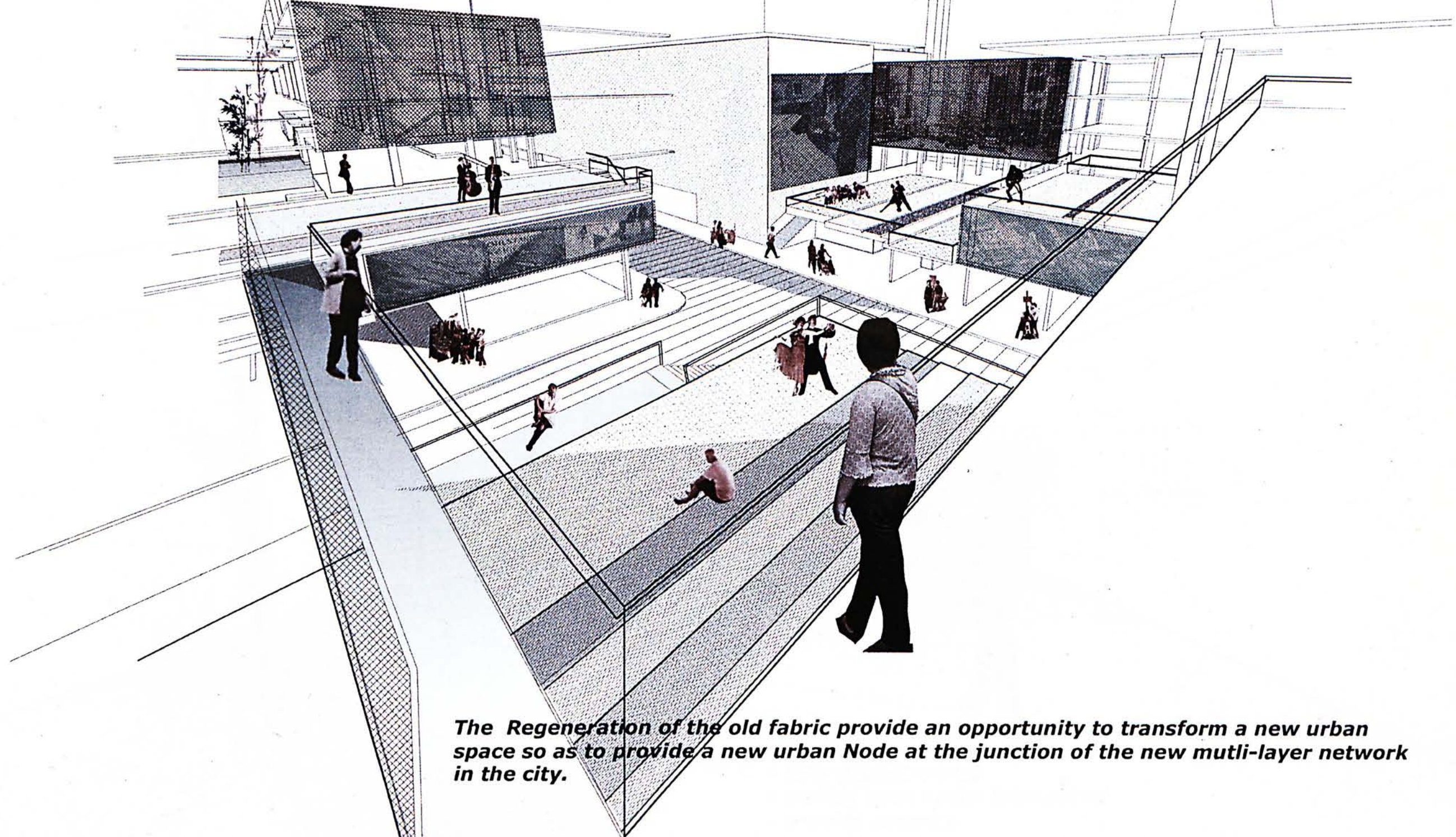
program

There are no specific program along the networking , but in other word, it can facillate any kind of program and commerical activities to function such as
cafe , boutique , salon , restaurant , book store , snooker store , karaoke , jewellery store , pub , disco ...etc..



Explored Axonometric view

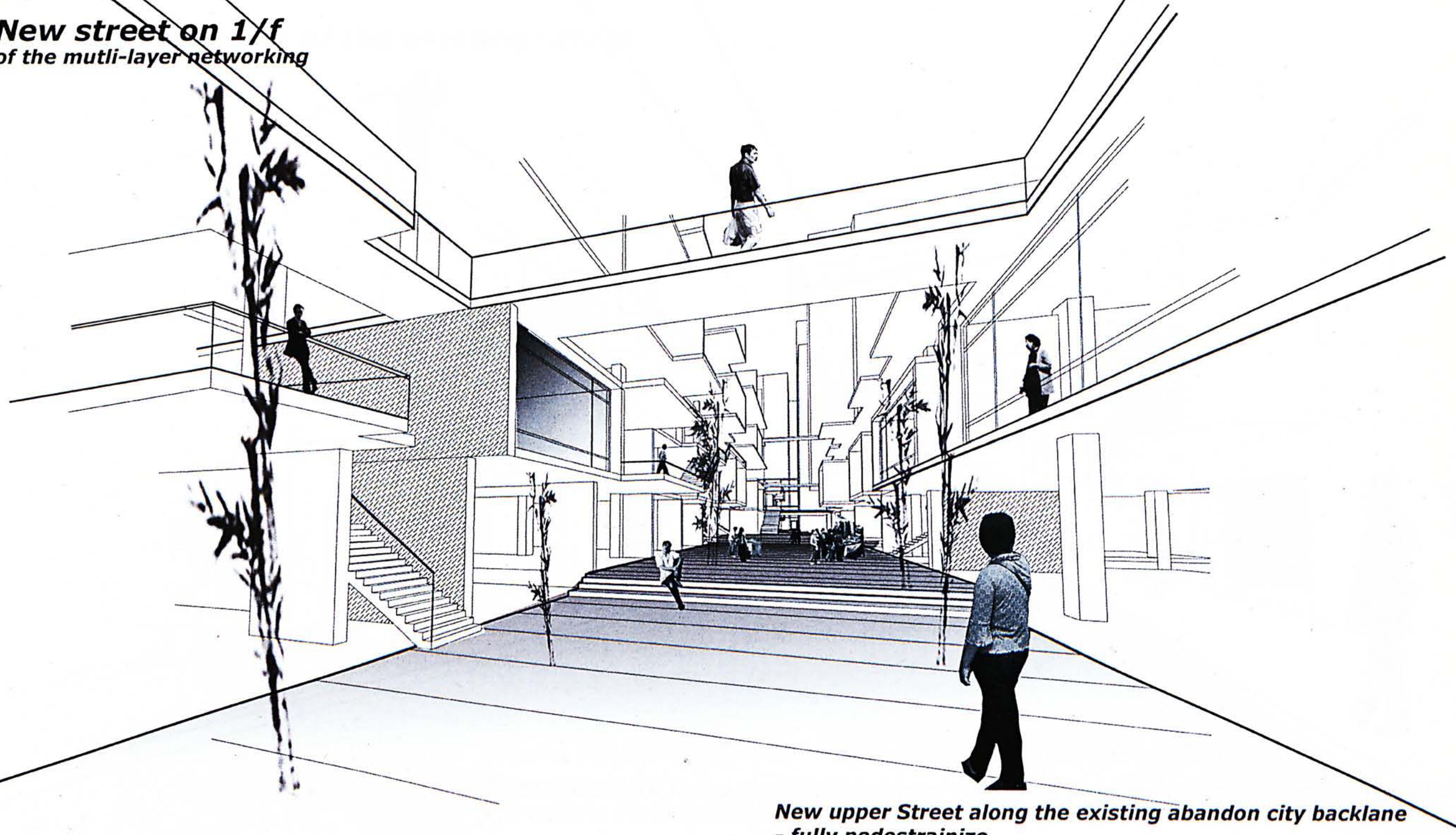
01 Urban Node of the mutli-layer networking



The Regeneration of the old fabric provide an opportunity to transform a new urban space so as to provide a new urban Node at the junction of the new mutli-layer network in the city.

02

New street on 1/f *of the mutli-layer networking*

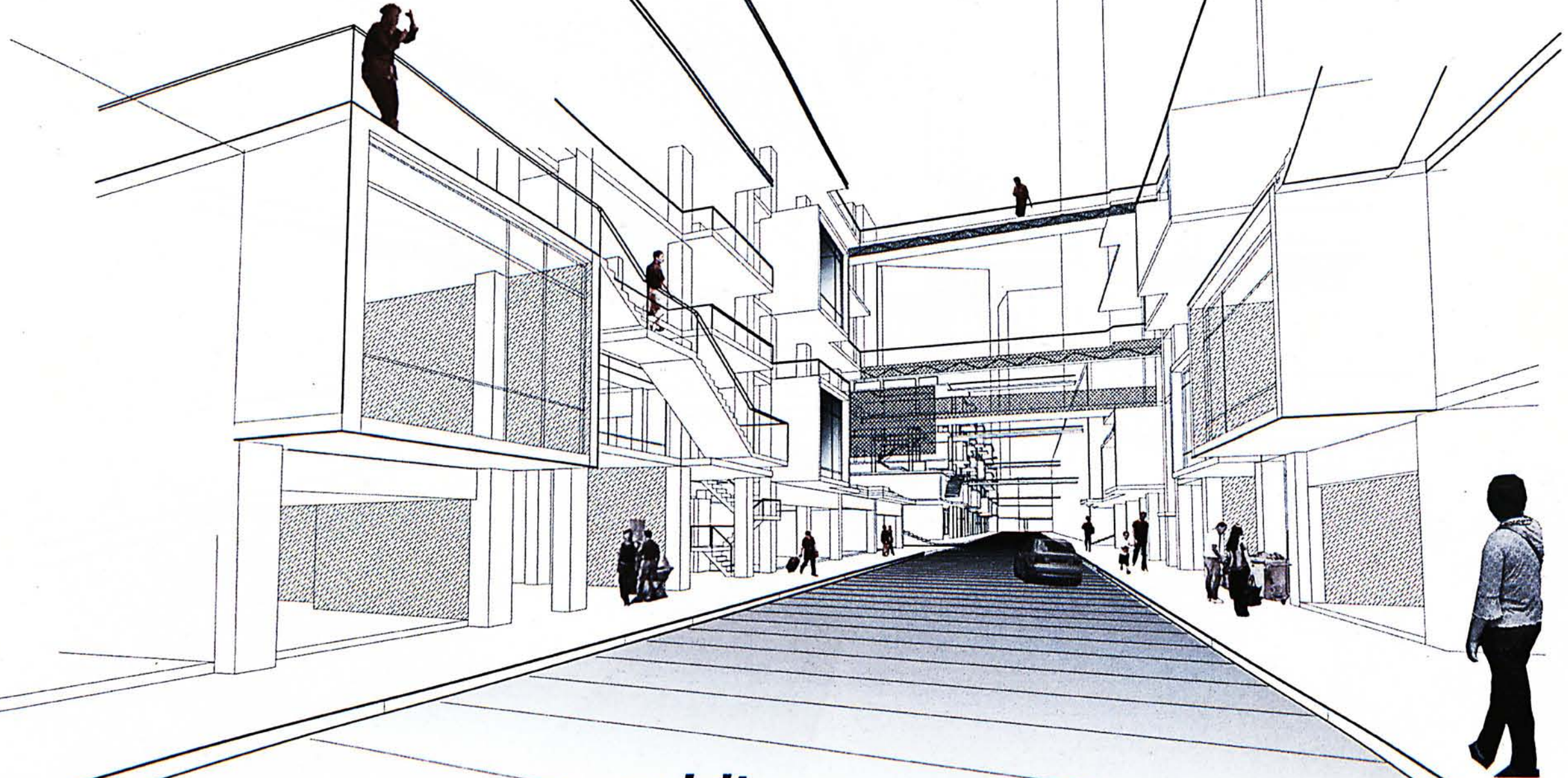


New upper Street along the existing abandon city backlane

- fully pedestrainize
- pocket open space introduced
- provide greenry
- 24 hrs timeless movement

03

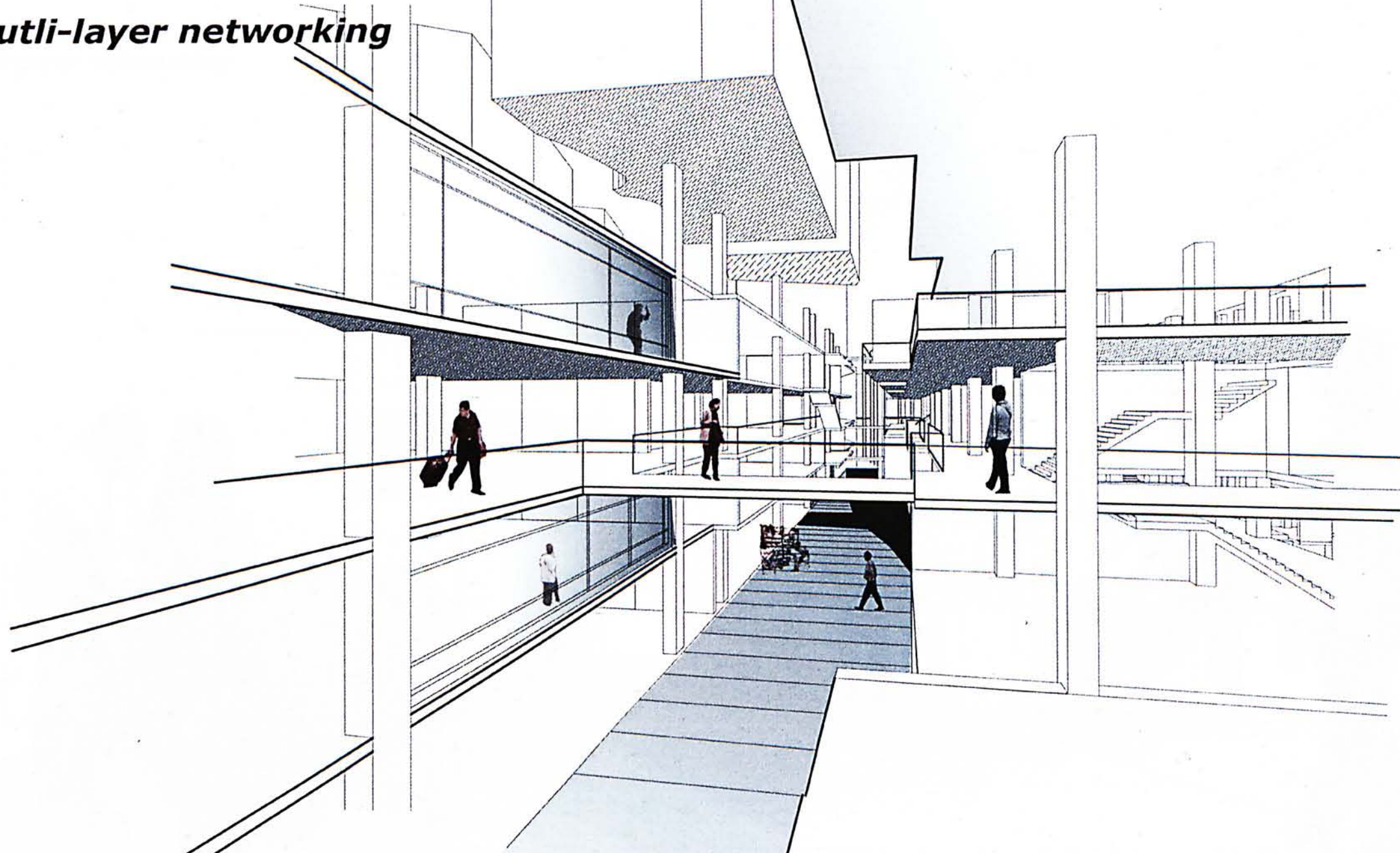
New Intervention of the existing street



Keeping the **spirit** of the existing street but on the other hand, provide a **transparency** to the shop and the upper layer path to have chance to view through and understand the ground floor network in the city.

04

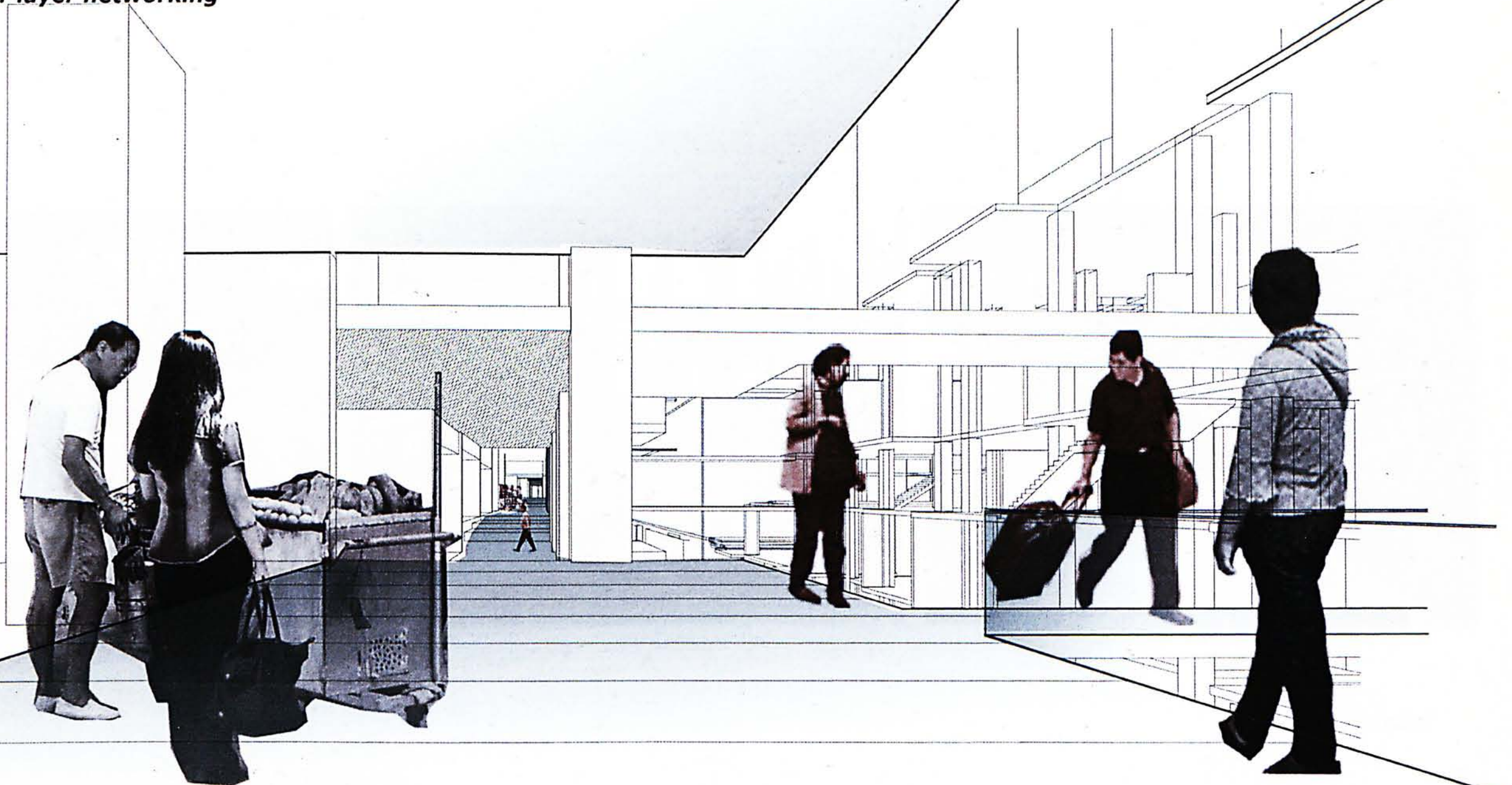
New mutli-layer networking



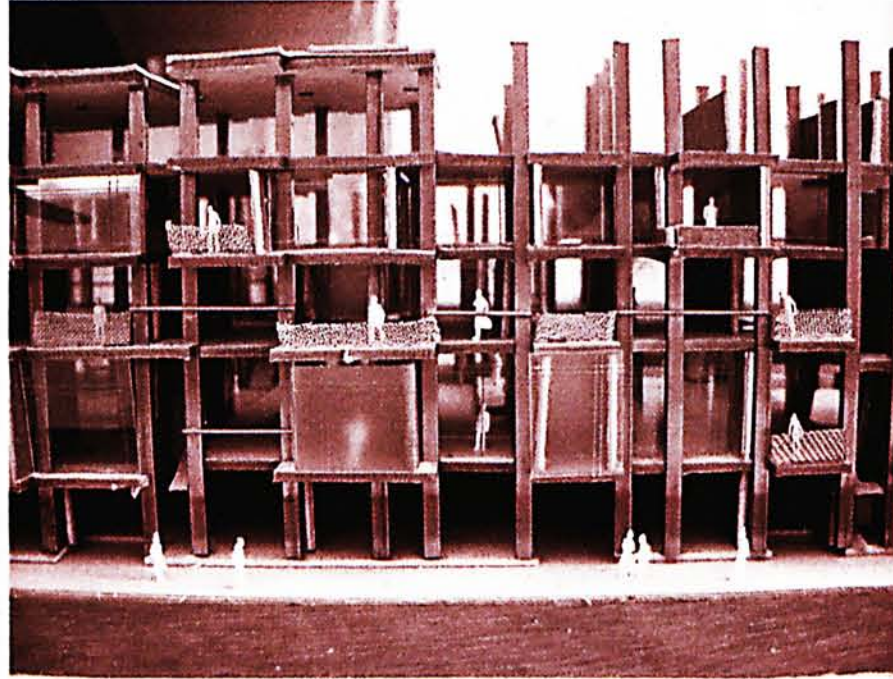
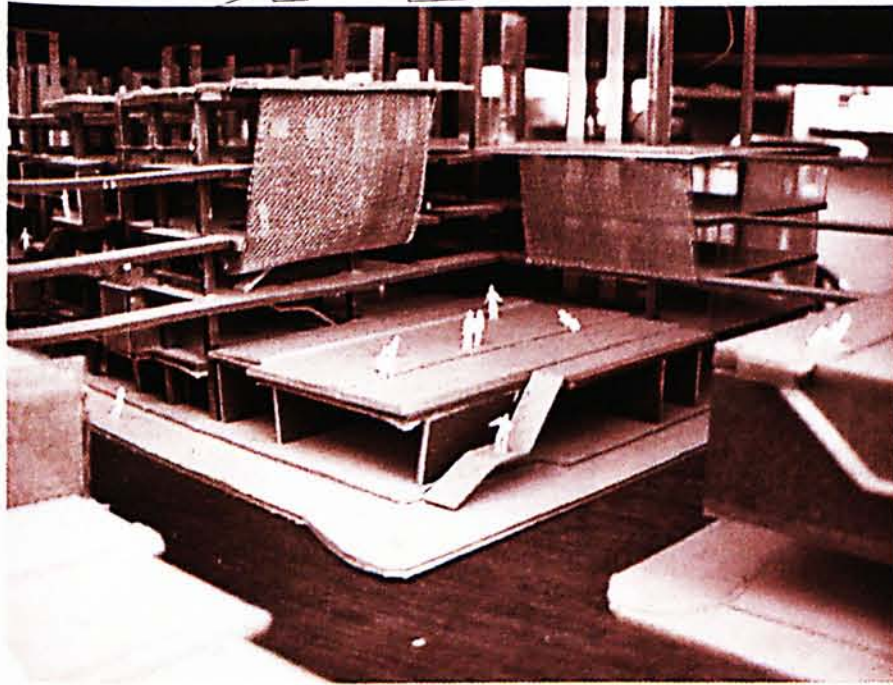
the **openness** of the network facilitate a clear view not only **horizontally but also vertically**. It lead people to **walk through** the whole new regenerated fabric as they can **locate themselves** and **identify their direction** in the city.

05

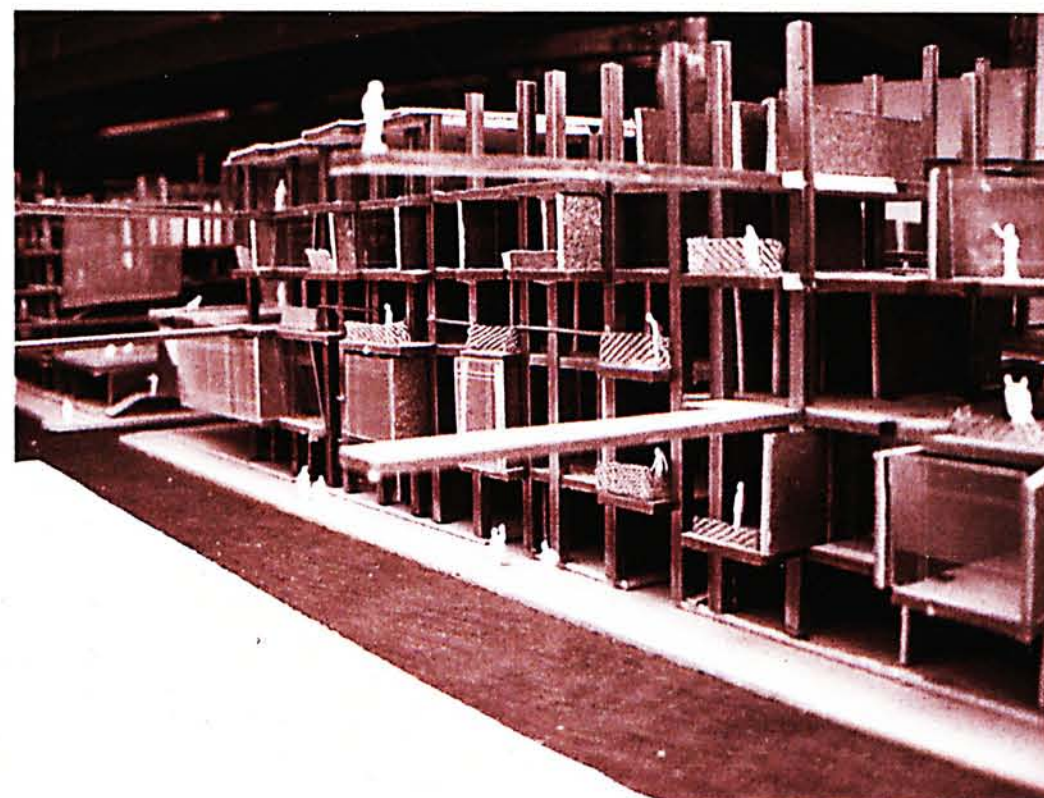
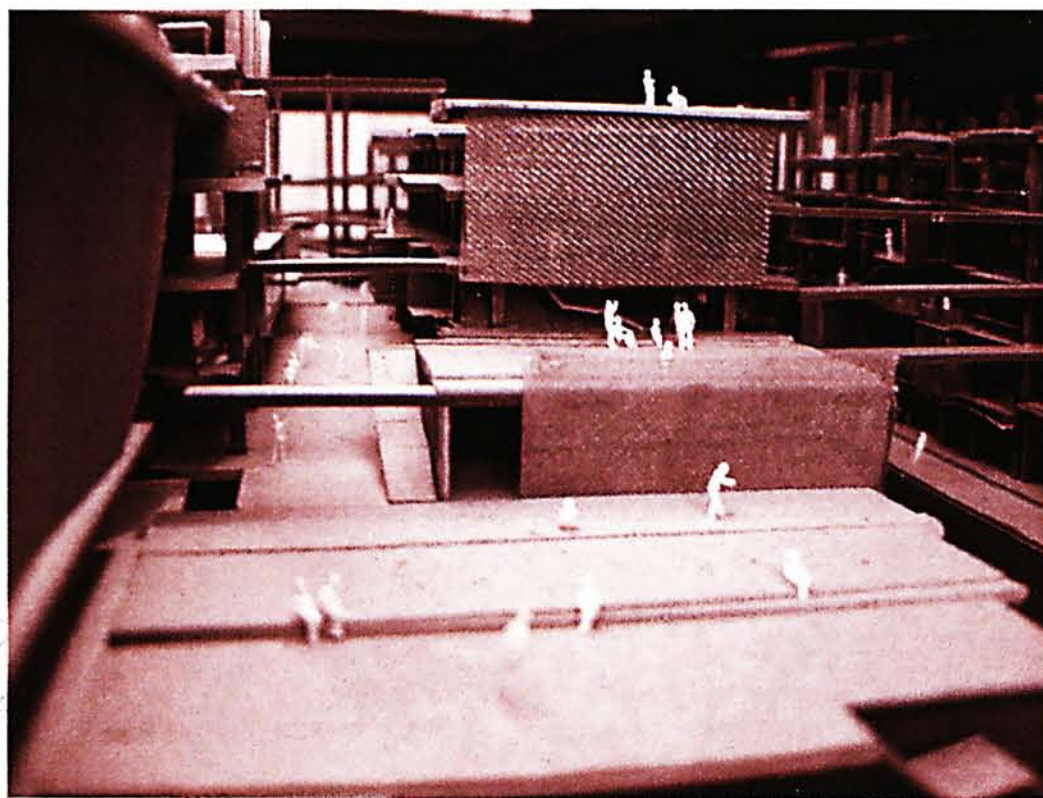
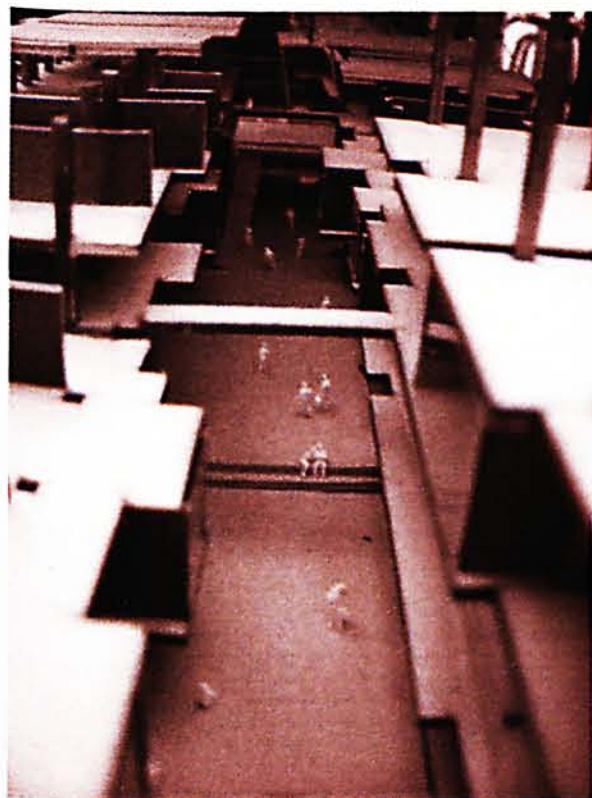
New network on 3/f of the mutli-layer networking



The **publicity** of the upper network can facilitate the **outdoor commercial activities** and provide platform for the **extension of shop space** to the path.



model



model

end in the city

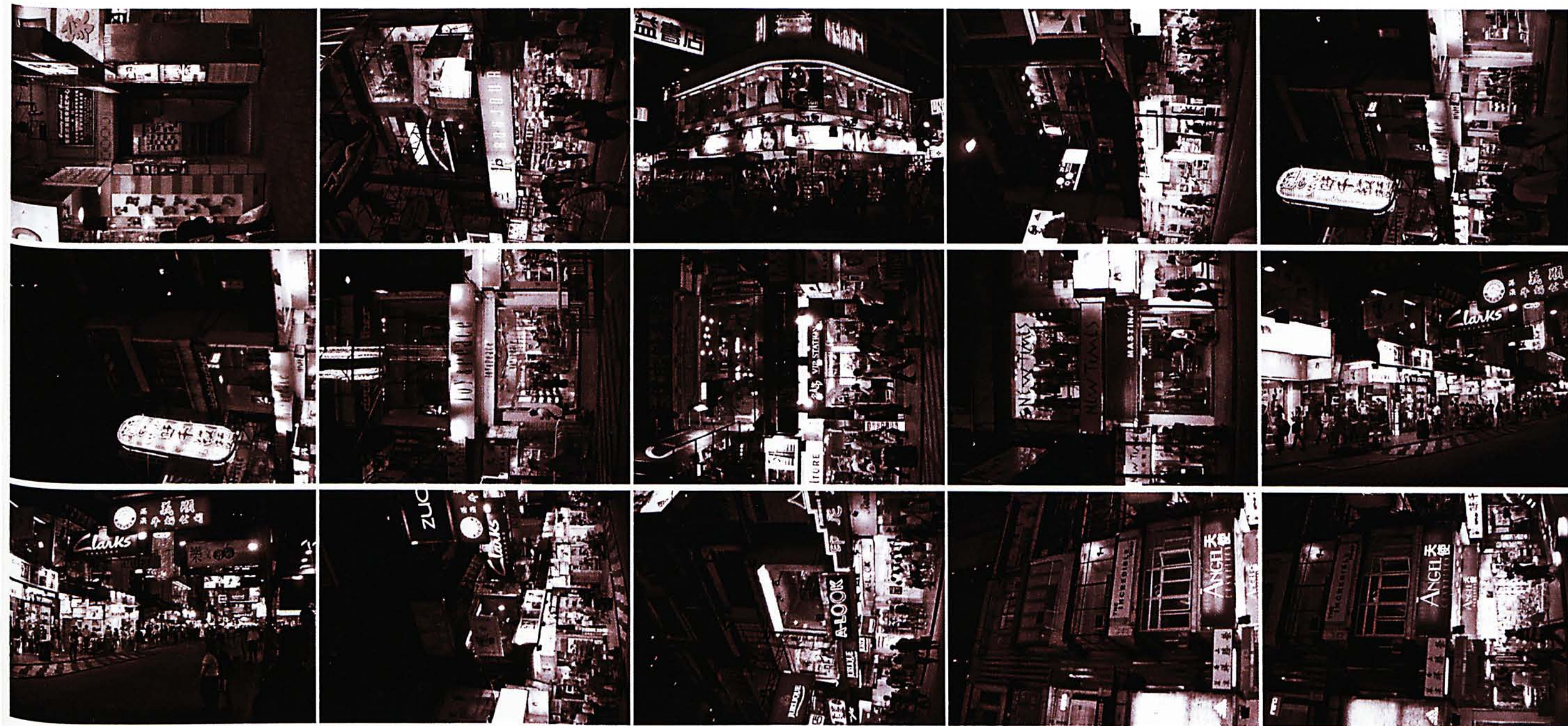
4.0 **Bibliography**

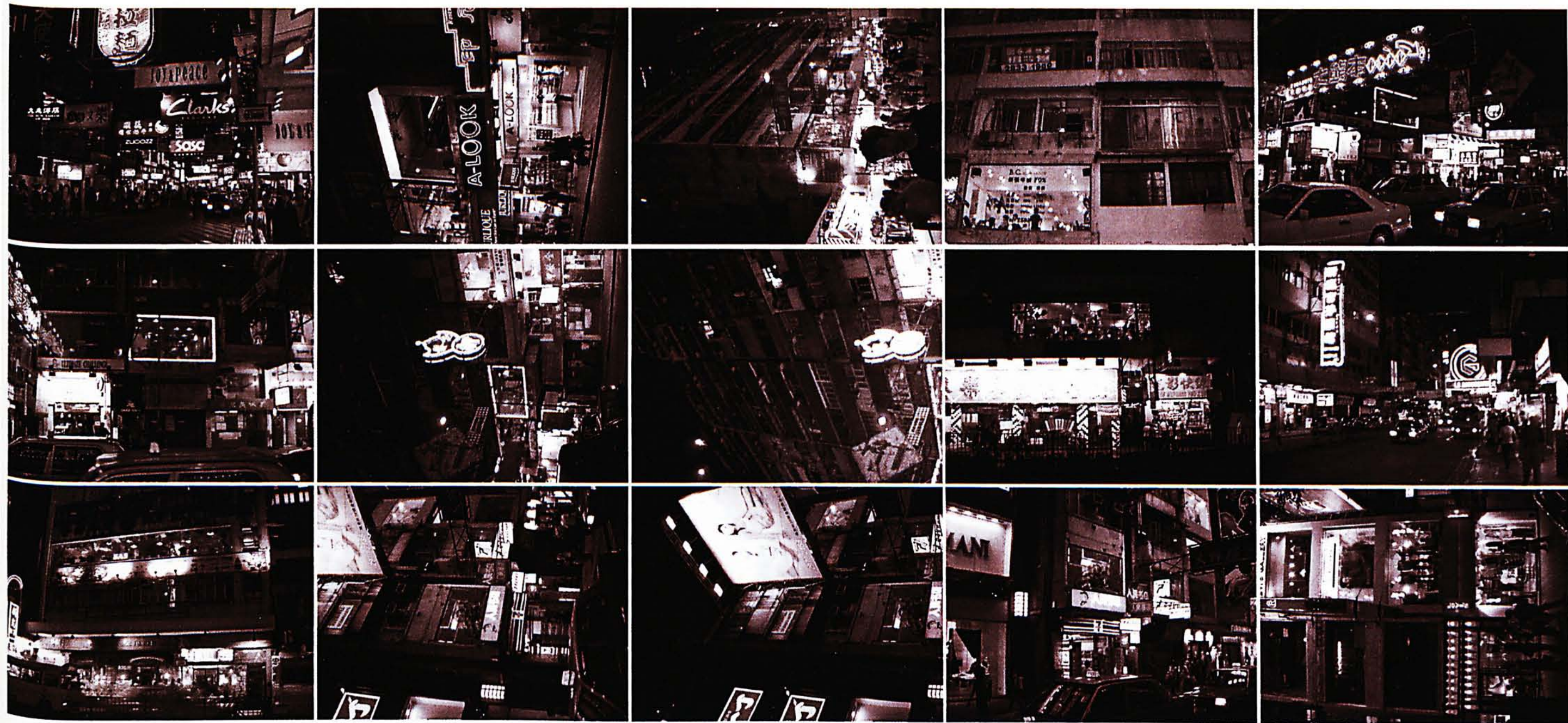
theory

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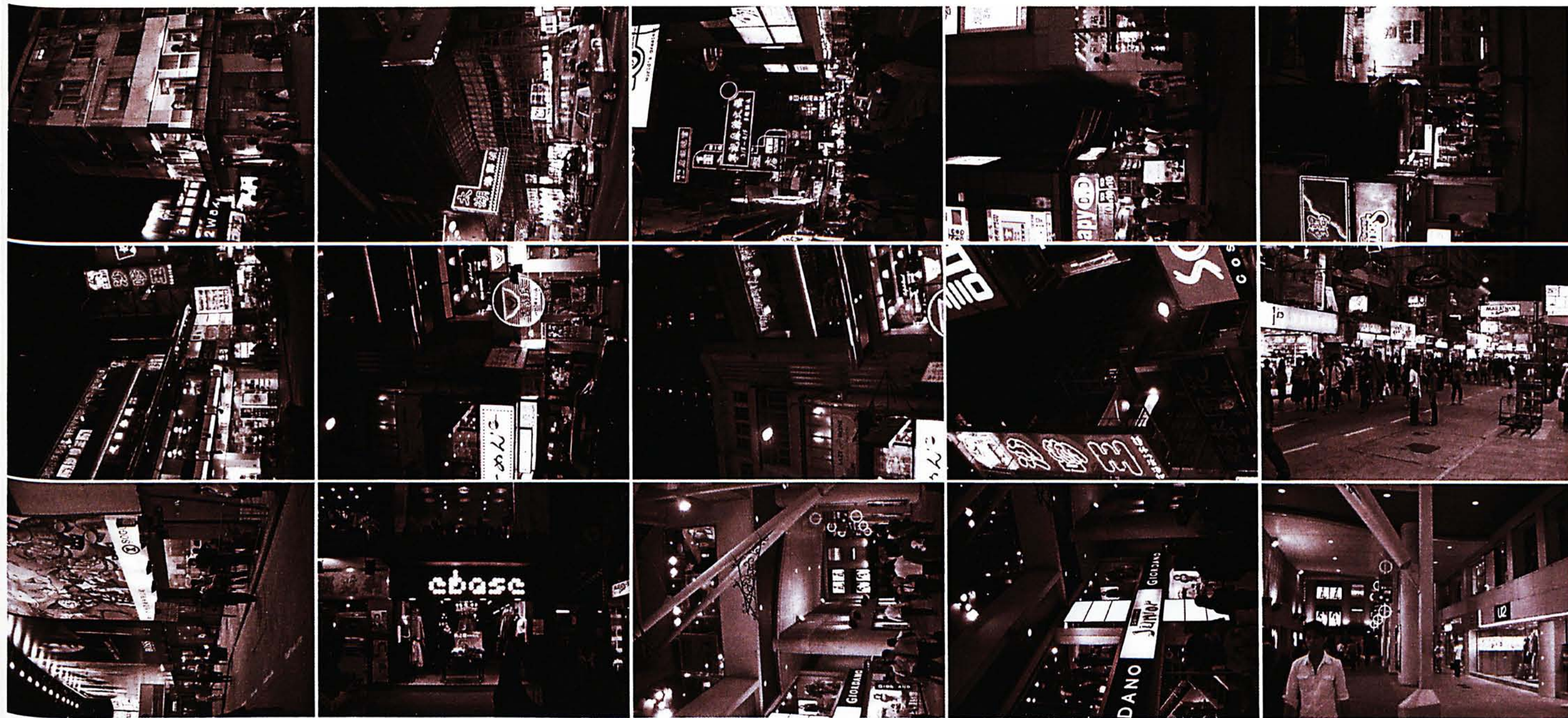
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2000

5.0 **Appendix (site photo - Causeway Bay)**

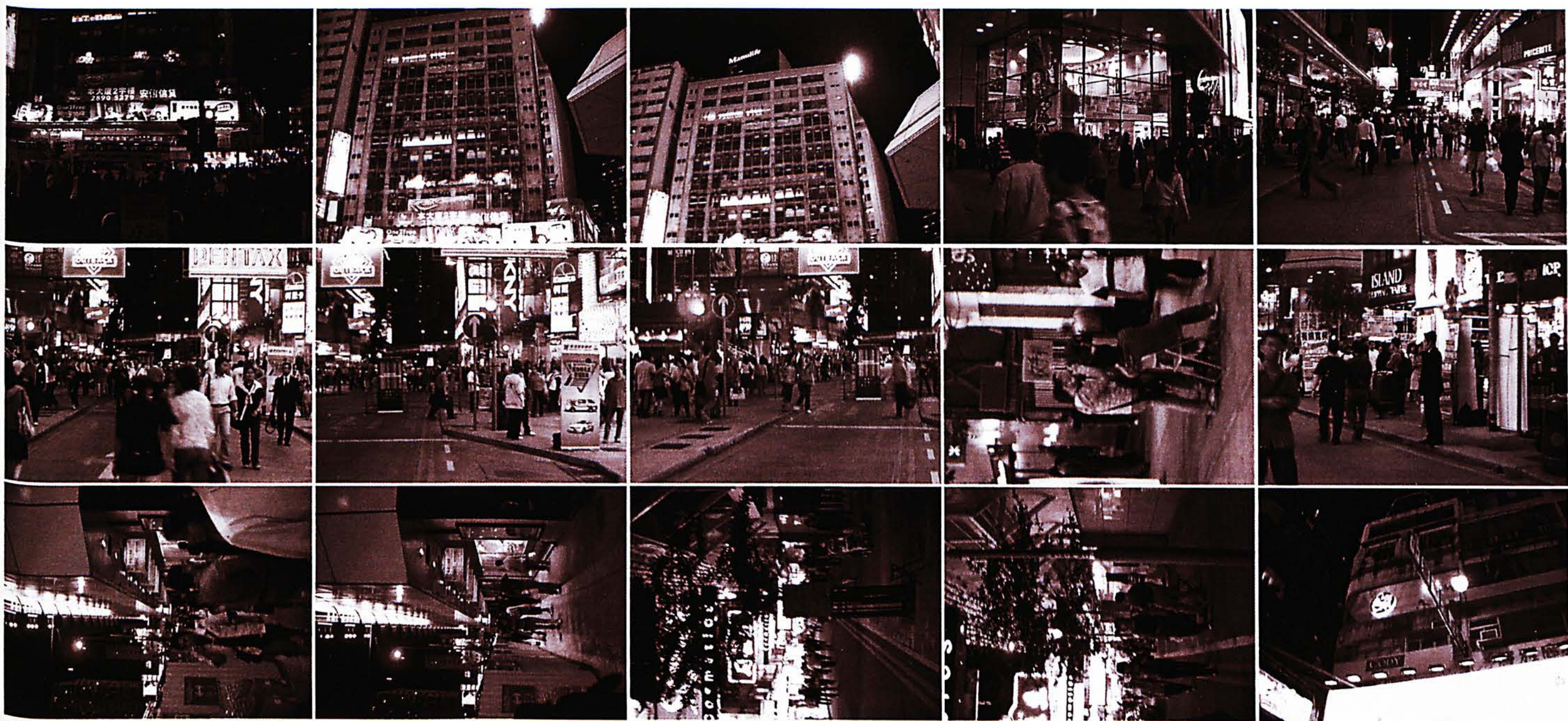


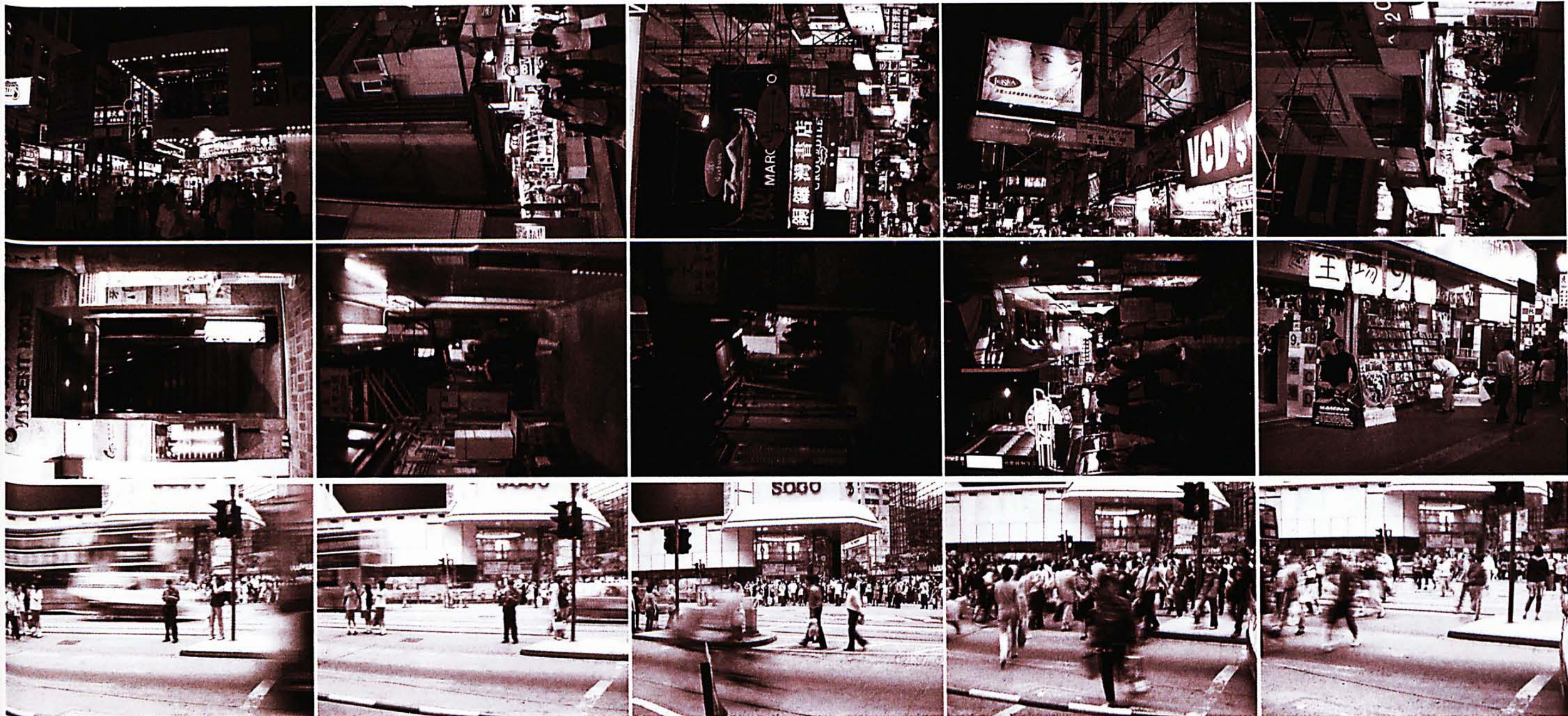


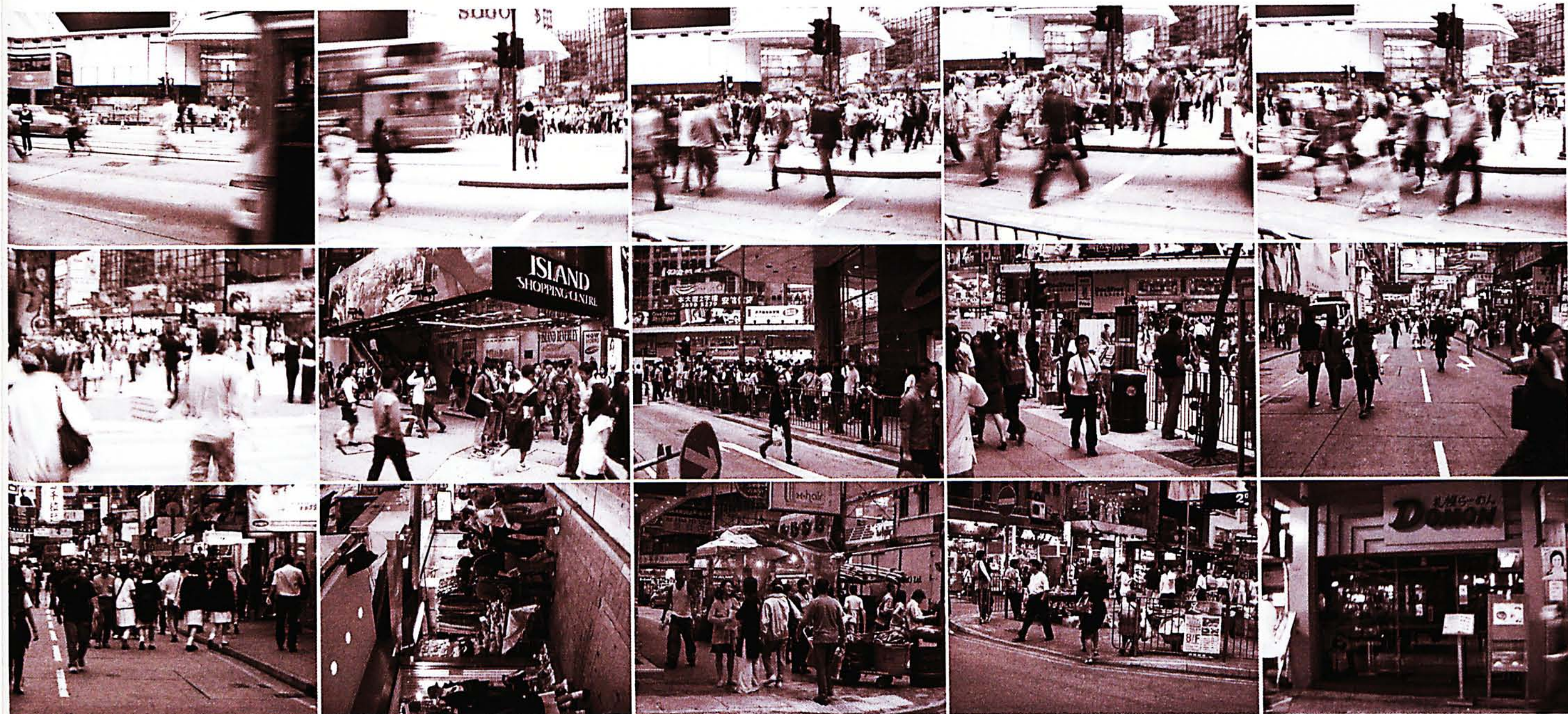




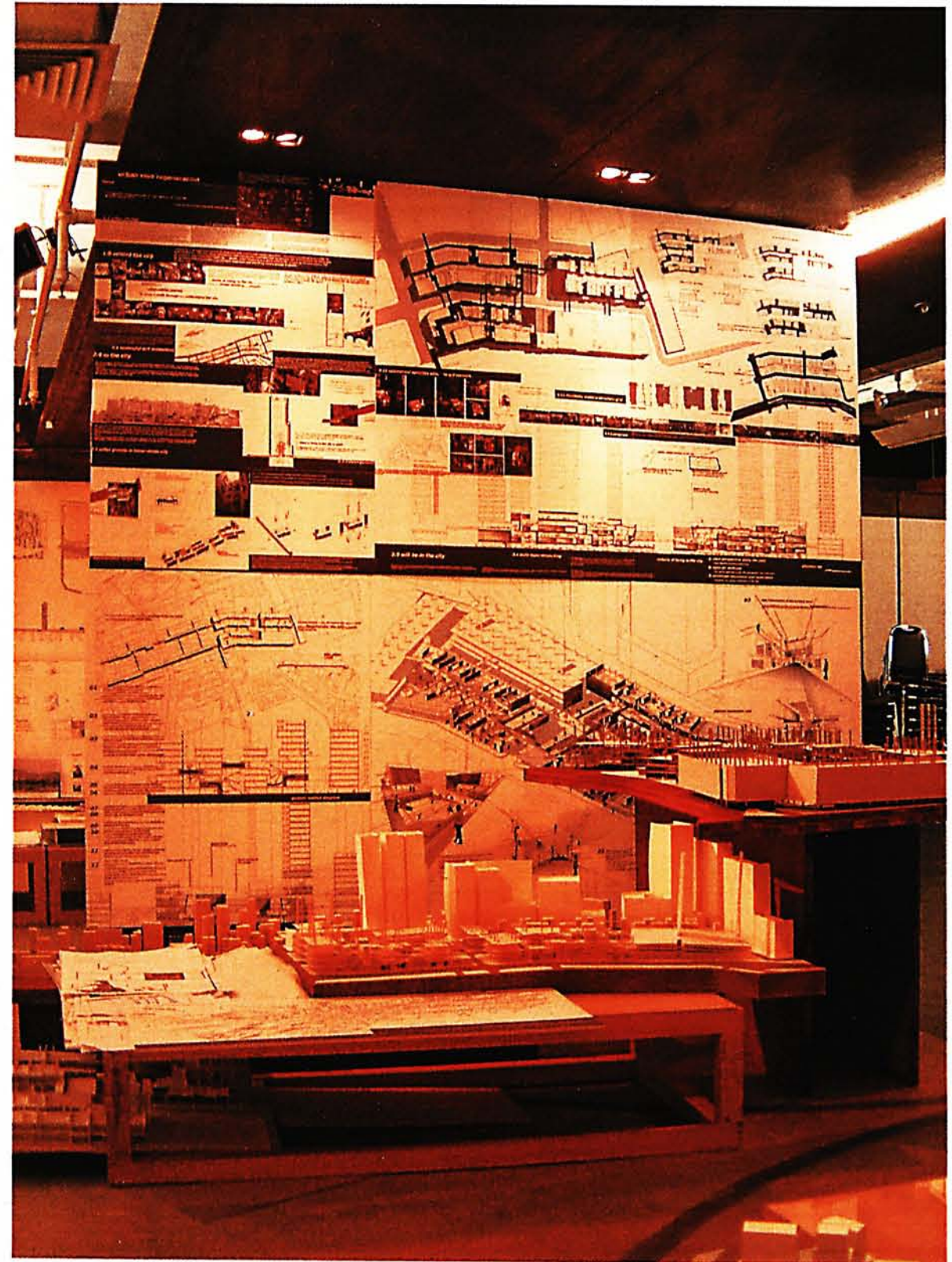








final presentation



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